



THURROCK

EAST THURROCK MASTER PLAN
APRIL 2009

THAMES GATEWAY

Thurrock Thames Gateway
Development Corporation

Figure 1 - Stanford-le Hope Centre



Contents

	Executive Summary	5
	Introduction	11
1.	Vision and Objectives	10
2.	Context and Analysis	19
2.1	Strategic context	19
2.2	Social infrastructure	37
2.3	Landscape appraisal	41
2.4	Transport network	45
2.5	Urban design context	46
2.6	Property market context	
3.	Consultation	51
3.1	Community and stakeholder consultation	51
3.2	Key stakeholder consultation	53
4.	Landscape	55
4.1	Greengrid strategy	55
4.2	Landscape objectives	55
4.3	Landscape framework	59
5.	Development Strategy	63
5.1	Key areas of focus	63
5.2	Development principles	63
5.3	Site-specific guidance	63
5.4	Access and connection	81
5.5	Social infrastructure	83
6	Schedule of Areas	87
7.	Delivery	89
7.1	Action plan, phasing and financial viability	89
	Supporting Documents	94

Figure 2 - Corringham



Executive Summary

The East Thurrock Master Plan is the culmination of an 18-month process that has included a baseline analysis and stakeholder consultation, two rounds of public consultation on Options and a Preferred Option, and numerous stakeholder interviews. The Master Plan has received approximately 3,000 questionnaires and a petition of approximately 2,800 over the course of the project. This document sets out a balanced and sustainable vision for East Thurrock for the period until 2021 with the creation of homes and jobs, improved open space, new social infrastructure, a renewed Stanford-le-Hope centre and enhanced transport facilities and road capacity.

The East Thurrock area is facing enormous change with the development of the London Gateway port at Shellhaven, and the Master Plan recognises the pressures on infrastructure and demands on greenfield land. The port will also create jobs, demand for local housing and a desire for strong centres which provide good shopping and leisure opportunities.

The research and consultation has shown that East Thurrock, comprised of the two conjoined settlements of Stanford-le-Hope and Corringham, are stable communities which have a specific set of concerns. The residents of East Thurrock clearly identified key social and physical infrastructure concerns, particularly the deficit in youth facilities and transport infrastructure. They also noted the lack of quality shops and the decline of Stanford-le-Hope centre. The communities were clear in emphasising the quality of the local schools and

the significance of the surrounding Green Belt land, which includes paths to the River Thames, fishing ponds and Sites of Special Scientific Interest and their aspirations to develop stronger links into the surrounding open space. There has also been demand locally for affordable housing and, generally, a desire to retain local character.

The Master Plan sets out a balanced new vision for East Thurrock and the proposals focus on revitalising Stanford-le-Hope centre through both redeveloping its centre and creating new homes and jobs within easy walking distance. These proposals have been set out in conjunction with the creation of new public space which would highlight key historic places within the centre and strong connections to open space and new youth playspace.

The Master Plan has also avoided the development of any Green Belt land to the east of Corringham. This possibility had been raised during the Options and Preferred Option stages, and the results of the consultation feedback influenced the final Master Plan alongside a review of planning policy and planning best practice.

New transport infrastructure has been proposed as part of the final Master Plan, much of which will be provided as part of the London Gateway port development. These changes include the reconstruction of the Sorrells roundabout for a significant increase in capacity, the enlargement of the A13/A1014 junction, the creation of bus laybys and new car parking by the Stanford-le-Hope railway station, the improvement of

Figure 3 - Stanford-le-Hope Centre



local bus services and the inclusion of the area within the South Essex Rapid Transit system.

The proposals can be summarised as follows:

A revitalised Stanford-le-Hope centre

A consistent theme raised during consultation was the steady decline of the Stanford-le-Hope centre partly in response to the opening of Somerfields in Corringham and other outlying supermarkets. Despite this decline, there are numerous strengths to the centre, including key Listed Buildings, mature trees and varied topography.

The Master Plan seeks to capitalise on these strengths while proposing a new mid-sized supermarket to anchor a redevelopment which includes new shops and homes to add to the vibrancy (and economy) of the centre. Two sites for new public space have been identified - one of which would link the historic Inn at the Green with the war monument and the other which would create an area adjacent to the new shops and market.

The aim is to establish Stanford-le-Hope as a sustainable, characterful centre which can provide weekly shopping and leisure opportunities for the town's residents.

Sustainable and enabling development to strengthen Stanford-le-Hope centre

Green Belt sites adjacent to Stanford-le-Hope centre - the Manorway site and the Gas Works

site - have been considered for new homes following a review including a landscape appraisal, walking distances to adjacent shops, schools and services, and existing transport and road capacity. In addition, two brownfield sites adjacent to the railway line are proposed for new homes. The development of these sites will provide homes and jobs within close proximity to the centre and the railway station. This increased density will enlarge the centre's catchment and strengthen its revitalisation.

The Manorway Green Belt site is currently underutilised land constrained by infrastructure, including the Manorway (A1014) and the railway line. The Master Plan seeks to maintain approximately half of the land as open space which would be used for flood alleviation and youth facilities. A recreational creek walk along Hassenbrook will be opened up to the public. The new homes would need to achieve a minimum of Code for Sustainable Homes level 3.

The Baryta Close industrial site, within a two-minute walk of the centre and adjacent to the railway line, is ideal for new homes. This site would also incorporate the popular club currently located there. In addition, the site to the west of the railway line would be used as a combination of increased parking for the railway station and open space along the creek walk. The existing industrial businesses would be relocated to the Gas Works Green Belt site, described below.

Figure 4 - Stanford-le-Hope Railway Station



New jobs sites

London Gateway port will offer an exceptional new source of jobs for the area and the Master Plan proposes that the port area should include a logistics academy for training new workers.

The Gas Works Green Belt site would also allow a local business with high quality jobs both to expand and to provide training.

This site is also underutilised, constrained by the railway line and the western slip road from the A13/A1014 junction. As with the Manorway site, approximately half of the site would be open space in order to alleviate flood risk. The site would provide jobs and has been designed as an enlarged employment area for the high skills jobs currently provided at Baryta Close.

Two other sites - the Essex and Suffolk Water site and the Stanhope Industrial site - have been identified for improvements to provide additional areas of local employment.

Summary

A total of approximately 455 homes are proposed for the East Thurrock Master Plan. The locations and numbers of homes are:

- Along the Butts Avenue brownfield Gas Works site - 57 homes, approximately
- In the Manorway site, south of the Manorway and east of the railway line - 180 homes, approximately

- At the Baryta Close site - 120 homes, approximately
- Within Stanford-le-Hope centre - 98 homes, approximately

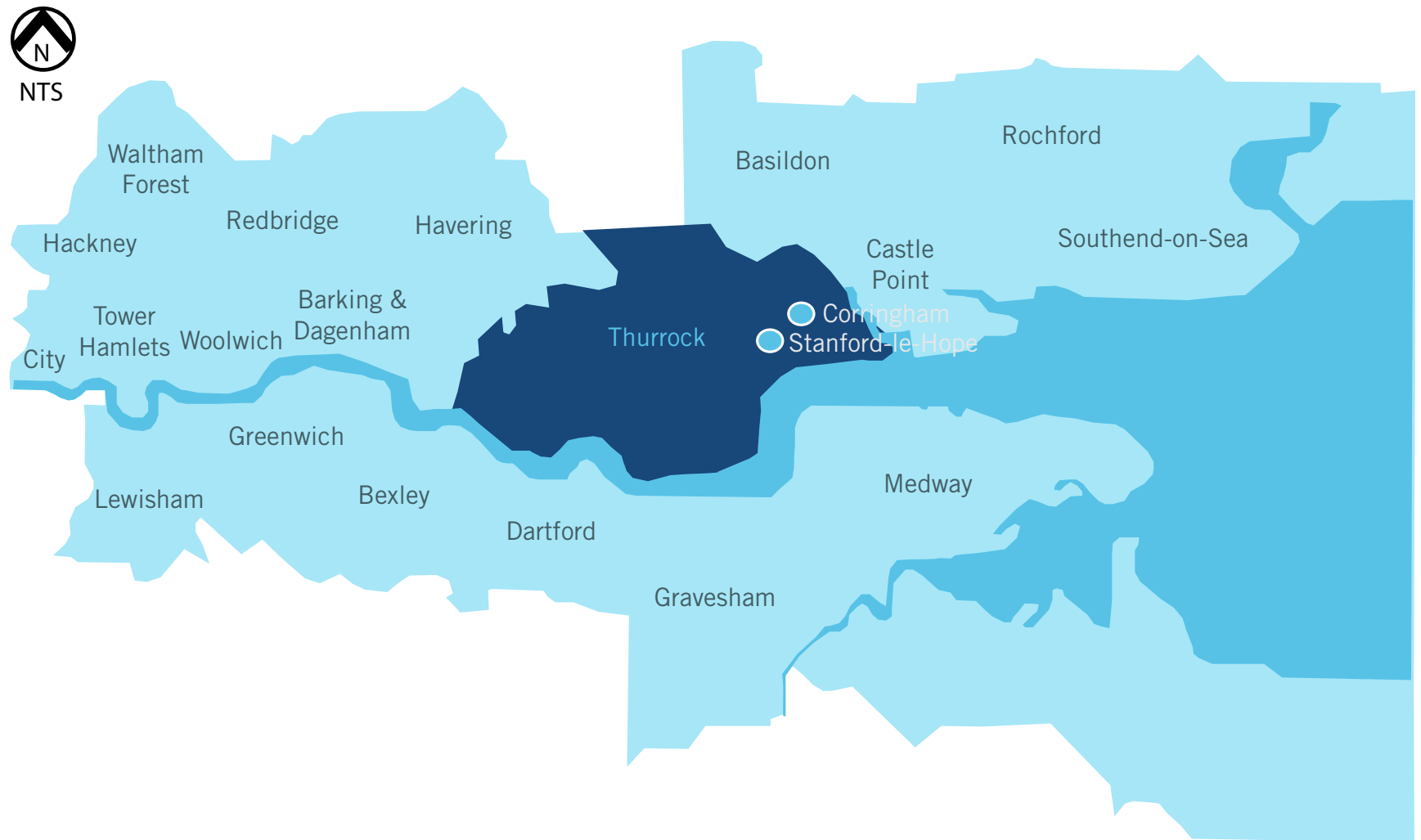
In addition to the port, which will employ approximately 11,500 people according to the Development Corporation Spatial Plan, three key sites for local jobs have been identified. The locations and number of new jobs are:

- Gas Works Green Belt site (up to 600 new jobs)
- Stanhope Industrial Estate (refurbishment only)
- Essex and Suffolk Water site (refurbishment only)

Given the relatively small level of proposed housing development and the declining school-age population, there does not appear to be a need for new schools as a result of the increase in housing. The emerging Thurrock Council Schools Strategy will address any required extension of current provision should this be necessary.

The South West Essex Primary Care Trust (PCT) Strategy specifies that the Hassengate health practice near Stanford-le-Hope centre should be expanded and a new second-tier (groups of practices in a purpose-built building) health facility should be established near Corringham centre at Graham James Infant School.

Figure 5 - East Thurrock Master Plan Context Plan



Introduction

Strategic Objectives

The Master Plan has been prepared by the Development Corporation to guide the growth of East Thurrock in the period up to 2021 and to provide a framework for the provision of new homes, employment and community facilities.

The vision for East Thurrock addresses broad strategic themes, including:

- Generating jobs and diversifying employment;
- Enhancing the potential of the London Gateway (formerly Shellhaven) development site as an employment hub of regional and national logistics;
- Improving the supply of good quality housing;
- Developing and enhancing local skills;
- Balancing the social structure of the Borough;
- Improving transport infrastructure including public transport;
- Improving the design and quality of the public realm; and
- Enhancing the cultural life and well-being of the Borough.

The Master Plan is intended to achieve long-term structural change in East Thurrock, addressing concerns such as integrated transport infrastructure, housing, leisure, retail, open space, and economic development.

The Master Plan is focused on achievable objectives through a framework for private development that would be primarily responsible for funding open space, services and infrastructural initiatives and enhancements.

Master Plan Status

The Development Corporation was established by Parliament to drive the regeneration and development of Thurrock and to create the right environment for sustainable housing and economic growth.

The Master Plan will be a non-statutory document which follows the Development Corporation's Regeneration Framework and Spatial Plan. It has regard to existing and evolving statutory documentation including Thurrock Council's Local Plan, Unitary Development Plan, evolving Local Development Framework and the East of England Regional Spatial Strategy. Regard has also been given to the "Statement of Community Involvement". The East Thurrock Master Plan Baseline Report (2007) has reviewed a number of other relevant plans and strategies.

The Master Plan will be used as a material consideration in considering forthcoming planning applications.

The Master Plan Area

East Thurrock is situated at the eastern extent of Thurrock Council, adjacent to neighbouring Basildon District Council and Castle Point Borough Council. The Master Plan area lies south of the A13, and is bounded by Holehaven



Figure 6 - Corringham centre

Figure 7 - East Thurrock Master Plan Study Area

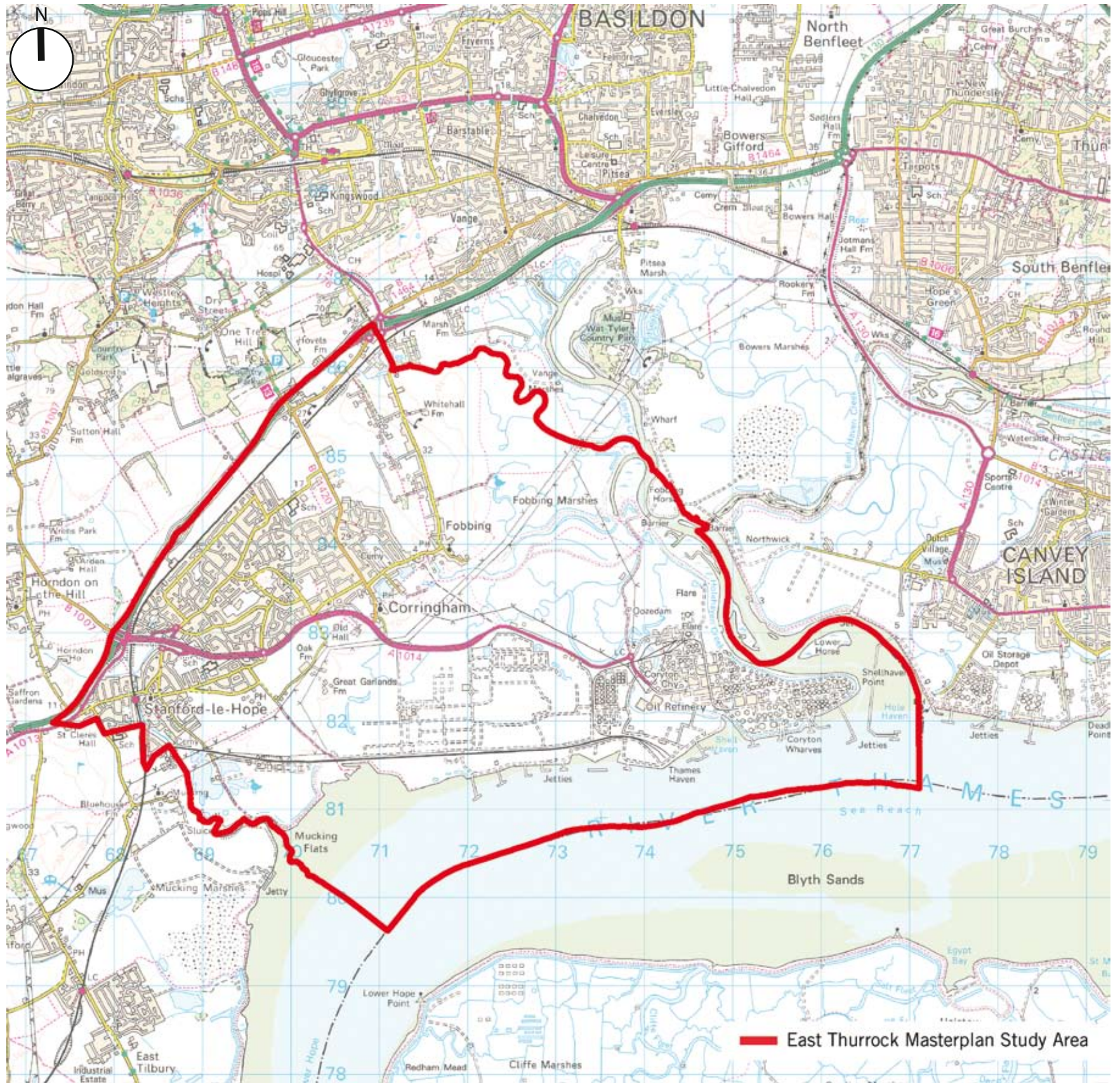




Figure 8 - St Mary's Church, Corringham

Creek to the east, Mucking Marshes and railway line to the west and the River Thames to the south. The Master Plan area includes towns in the west including Stanford-le-Hope, Corringham and Fobbing, raised above the River Thames and surrounding marshlands. The dual carriageway of the Manorway (A1014) runs through the study area, forming a barrier between Stanford-le-Hope and Corringham. It is likely that each of the villages was established in Saxon times. Each settlement includes areas and landmarks of historic importance, with Corringham and Fobbing historic villages both designated as Conservation Areas. However, 70% of the housing stock in Stanford-le-Hope and Corringham is relatively modern, built post 1945.

East Thurrock's location at the mouth of the River Thames has made it England's port of call for industrial trade for the last 500 years. The London Gateway site has been used as a port since the 16th century.

While the London Gateway port site and other industrial uses dominate the bank of the Thames Estuary within the study area, the surrounding landscape comprises agricultural land, large expanses of open marshland and a network of creeks creating natural habitats that support a wealth of wildlife species. There are two designated Sites of Special Scientific Interest (SSSI) in the area including Fobbing Marshes, one of the few remaining Thameside grazing marshes, and Holehaven Creek, the tidal creek system which acts as the principal drain for the surrounding grazing marshes

and forms a confluence at Holehaven with the River Thames. The public transport links into the area are underpinned by a railway station at Stanford-le-Hope, which was opened in 1854 as part of the London Tilbury & Southend Railway. The Manorway is the main vehicle access route to the settlements.

Master Plan document structure

Section 1 outlines the vision and objectives for East Thurrock;

Section 2 provides the context and analysis for the key Master Plan decisions;

Section 3 summarises the key findings of the consultation results;

Section 4 sets out the landscape framework which underpins the Master Plan;

Section 5 presents the development strategy, including site specific guidance;

Section 6 presents a schedule of development; and

Section 7 concludes the report with key notes on delivery.

Figure 9 - Stanford-le-Hope Centre (The Inn on the Green)



1. Vision and Objectives

This section sets out the strategic objectives for the East Thurrock Master Plan.

1. Create attractive and vibrant centres

The existing centres in East Thurrock are central to the overall regeneration of their respective settlements. Stanford-le-Hope centre offers considerable opportunity for positive change towards a more walkable and vibrant centre. It will be important to improve the vitality of the centre by creating key public spaces and providing a clear focus. Corringham centre is already a successful centre that offers many important services and facilities for the local community. The Master Plan will seek to build upon this positive role.

2. Deliver sustainable housing

There is a need to meet the demand for housing that is likely to arise as a result from new employment provided at London Gateway and the Government's growth agenda. This housing will also reinforce the ambitious redevelopment of Stanford-le-Hope centre, making it more sustainable over time. It will be important to provide a range of good quality housing in the Master Plan area, including smaller affordable units and larger family homes. New housing must be sustainable, planned around ample community services, facilities and public transport links. Development should be built to the high standards of energy and water efficiency and sustainable design (minimum Code Level 3, Code for Sustainable Homes).

3. Enhance and integrate the landscape

East Thurrock is characterised by an open, largely rural character, a mixed landscape of marsh and rising ground of a very high quality, much of it safeguarded by historic and environmental designations. This presents both constraints and opportunities for future development. It is important for development to enhance access and views to the surrounding landscape.

4. Facilitate access and movement

The Manorway creates a major barrier to pedestrian and cycling movements. Bus and rail services are reasonable, although hours of service are limited. There is an opportunity for the Master Plan to improve physical infrastructure and connections to encourage walking, cycling and the use of public transport. Innovative public transport plans are recommended to provide links from the railway station to key centres and employment areas within the Master Plan area. In addition, the port development will produce significant improvements to key road junctions.

5. Integrate London Gateway

There will be a need to meet the challenge presented by new workers commuting to London Gateway and freight movement generated by the port. Outline planning permission has been granted for the London Gateway port development. In addition the port also offers new training opportunities which help improve local skills such as an Academy of Logistics and Transport.

Figure 10 - Cricketers at Stanford-le-Hope



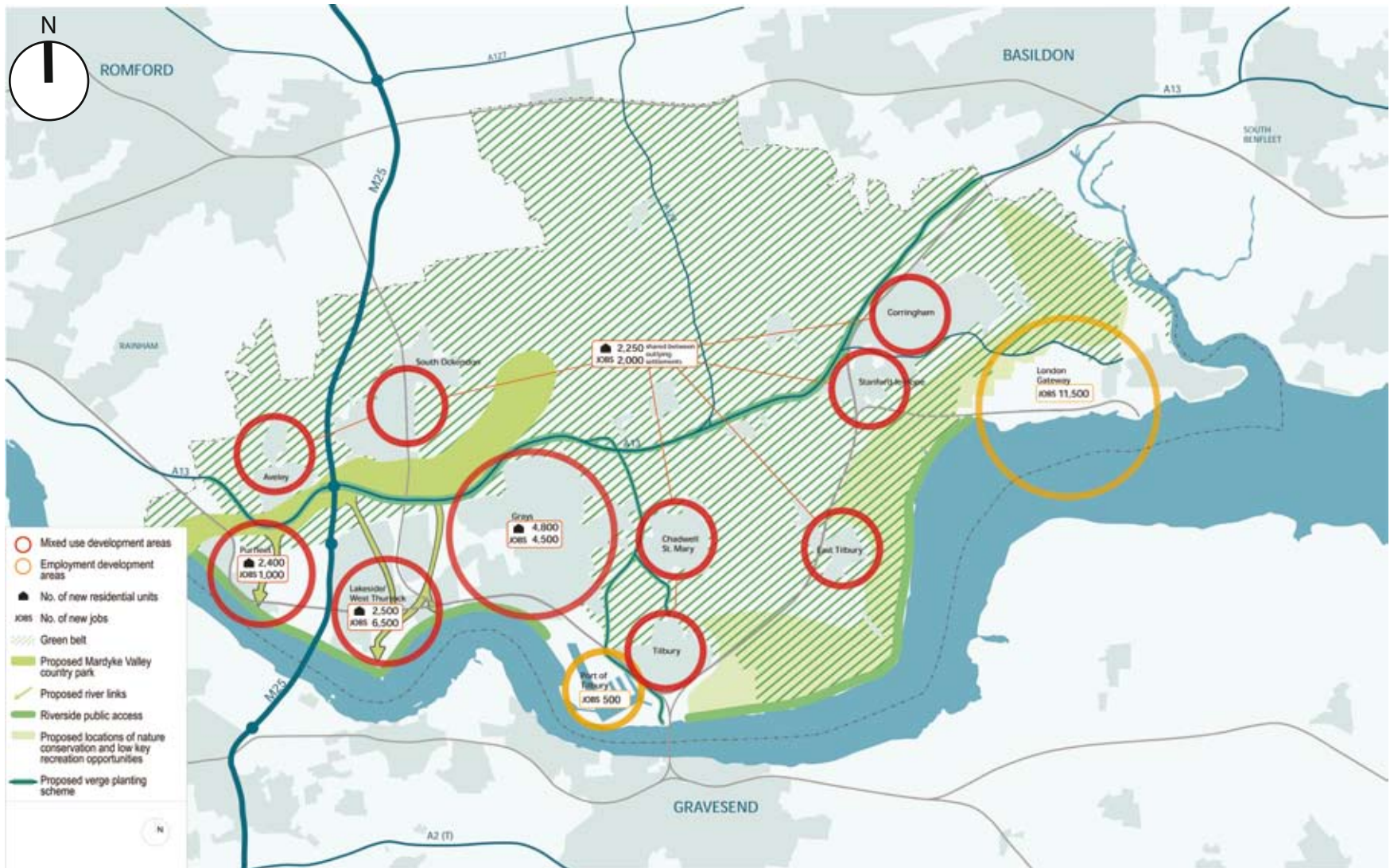
6. Provide a range of employment types

The approved London Gateway port proposal will provide approximately 11,500 jobs. The challenge for the Master Plan is to attract a more diverse range of skilled employment levels in the area. In addition to the proposed Academy of Logistics and Transport, the Master Plan seeks to expand successful local businesses offering high quality jobs.

7. Serve the community

Important issues include the need for local health facilities, sport provision, quality open space and vibrant town centres for spending leisure time. The NHS South West Essex Strategy is to remodel the delivery of health provision and to cluster General Practitioners and other services in 'one stop shops'. The Master Plan aims to reflect these aspirations where possible.

Figure 11 - Thurrock Development Corporation - Spatial Plan



2. Context and Analysis

This section examines the strategic context, social infrastructure issues, landscape quality, the transport network, the settlements' urban design and the property market context.

2.1 Strategic context

Following an overview of the Sustainable Communities Plan, the strategic context has been divided into the following topics, with the policy or report shown in brackets: Housing, Employment, Retail, Physical Infrastructure, Social Infrastructure and Open Land and Natural Environment. For each topic the strategic context has been examined at regional, Thurrock-wide and local levels.

Sustainable Communities

In 2003, the Government set out an action programme to deliver Sustainable Communities by 2021. The Sustainable Communities Plan requires major investment in existing towns and the promotion of better quality new development. A key challenge in delivering Sustainable Communities is to invest in existing towns that are suffering from neglect and a lack of investment and to make them thriving centres of activities.

The Thames Gateway area is one of four principal locations for the delivery of growth and has been identified by Government as a particularly challenging area in need of regeneration. To assist in the delivery of growth and regeneration objectives in Thurrock, it was agreed that a Development Corporation was required to deliver the necessary change and

to leverage private investment. Unsustainable development affects regional growth and contributes adversely to wider national and global issues. Among the key requirements highlighted by the “Sustainable Communities: Building for the Future” plan are:

- A flourishing local economy to provide jobs and wealth;
- Strong leadership to respond positively to change;
- A safe and healthy local environment with well-designed public and green space;
- Sufficient size, scale and density, and the right layout to support basic amenities;
- A well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes;
- Good quality public services;
- A ‘sense of place’; and
- Quality links with the local, regional and national community.

Housing

The agenda for housing in Thurrock is established at regional level by the Regional Spatial Strategy which identifies a target of 18,500 new homes to be delivered in Thurrock by 2021 (8,500 by 2011), an average of

Figure 12 - Conrad Court, Stanford-le-Hope



925 dwellings per annum (East of England Plan, May 2008). This figure is reflected within the local policy framework. Key policy headlines are summarised below. More detailed information on the residential property market, the Thurrock Council Housing Capacity Study and summaries of residential development proposals underway can be found in section 2.6 (Property market context) of this report.

- The Thurrock Council Local Development Framework (LDF) Preferred Options report identifies an actual net completion of 4,670 new dwellings between 2001 and 2007 and therefore sets a minimum total build target between 2007 to 2021 as 13,830. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007);
- The Spatial Plan indicates that there were a total of 6,560 dwellings within completed and committed developments (those with planning permission or resolution to grant planning permission at April 2005). Therefore the Spatial Plan target between 2007 and 2021 is set at 11,950 (Development Corporation Spatial Plan, August 2007);
- An Urban Capacity Study (May 2005) prepared by Thurrock Council has demonstrated that most of the housing requirement could, in principle, be met by development of known sites within the principal urban areas including brownfield land, assuming that medium/high densities are achieved. However, a review of the remaining undeveloped sites has resulted in a revised estimate of capacity that could leave a shortfall of up to 1,300 dwellings over the full Plan period to 2021 (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007);
- The Urban Development Corporation (UDC) Baseline Study establishes that key site projections would involve a maximum of 7,820 new homes in East Thurrock, of which 5,000 could be incorporated with a realignment of the Green Belt. However, it also notes that development in Thurrock is constrained by remediation costs and risk aversion. (UDC Baseline Study, 2004, with citation of Thurrock Council submissions to ODPM);
- The Development Corporation Spatial Plan identifies 2,250 new homes to be distributed between Aveley and South Ockendon, Chadwell St. Mary, Tilbury, Stanford-le-Hope and East Tilbury all able to be accommodated within the existing settlements. It provides for a range of housing, including larger, family-sized accommodation (Development Corporation Spatial Plan, August 2007);
- The approved Aveley and South Ockendon Master Plan proposes 1,380 dwellings on key development sites, including 360 dwellings on Green Belt land (Aveley and South Ockendon Master Plan, November 2007);

- The South East Thurrock Master Plan Preferred Option, which includes Chadwell St. Mary, Tilbury, proposes 2,100 homes (South East Thurrock Preferred Option Public Consultation, September 2008);
- In line with the Adopted East of England Plan, Thurrock Council's Preferred Option is that 35% of all new dwellings built are affordable, of this percentage 70% will be social rented accommodation and 30% intermediate affordable housing including key worker housing (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007);
- Thurrock Council have identified within the East Thurrock Master Plan area the potential for 523 new dwellings on previously developed land (PDL) including sites with and without planning permission and also five 'reasonable alternative' (to brownfield sites) Green Belt sites. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007); and
- The Thurrock Council Core Strategy Preferred Options Report presents four spatial options for consultation. Although four options are presented, Thurrock Council indicate that their Preferred Option is broadly spatial Option 2 which proposes the relocation of Gable Hall School onto Green Belt land on the northern side of Southend Road and release of the school site (HW0118) for

approximately 200 dwellings. The Preferred Spatial Option also includes a 'reasonable alternative' of local scale land release for new homes at north-east Corringham/Stanford-le-Hope (sites HRA 24 and HRA 26) for a maximum of 300 homes. Thurrock Council's justification for potential release of Green Belt land is a demonstrated shortfall of approximately 300 homes with the development of identified brownfield sites. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007);.

Employment

There is a Thurrock-wide aspiration to diversify the employment base and provide high quality accessible jobs for local people. A number of sites of strategic importance have been identified, including London Gateway port and Lakeside Basin, and a number of constraints have been acknowledged which may challenge the ability to meet the targets. The information below highlights key policies and information arising from policy and other strategic documents.

- Allocations in the East of England Plan propose a policy target of 26,000 additional jobs for Thurrock between 2001 and 2021 (East of England Plan, May 2008);
- Regional Economic Strategy for East of England recognises that urban brownfield employment sites are under increasing pressure to be developed for housing. While



Figure 13 - London Gateway Port (as proposed).
For indicative use only.

it acknowledged that the long-term vacancy of derelict employment sites can harm a town's image and undermine confidence, the strategy also recognises the importance of retaining existing employment sites, where possible and appropriate. Only sites that no longer meet regeneration and growth objectives should be made available for alternative uses (A Shared Vision – The Regional Economic Strategy for East of England, December 2004);

- Thurrock Council's Preferred Option allocates Strategic Scale Key Employment Locations and Local Sites to accommodate up to 26,000 additional jobs by 2021. This includes the London Gateway port and associated business and logistics park to provide 12-13,000 additional jobs along with the provision of potential scope for large-scale high quality campus style relocation or inward-investment business developments. The Preferred Option also supports employment growth, including Small and Medium Sized Enterprises, 'knowledge-based' and 'creative and cultural sectors', professional and personal services sector, within Regeneration Areas and town centres and the development of environmental industries in sustainable locations in Thurrock (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007); and
- The annual forecasted change in employment land is expected to be 15.18 ha per annum with warehouses being the key driver of

demand with a total demand up to 2021 of approximately 243 hectares. London Gateway will largely create its own demand although there is likely to be a displacement of approximately 10-15 hectares of industry from other parts of the Borough when the scheme progresses (Thurrock Council Employment Land Review, January 2007); Thurrock Council's Employment Land Review recommends that all of East Thurrock's designated employment land including Stanhope Industrial Estate, Baryta Close Industrial Estate, "Shell Haven" Oil Refinery and Coryton Oil Refinery, remain protected for employment use (Thurrock Council Employment Land Review, January 2007).

Thurrock Council's Local Development Framework Core Strategy Preferred Option for employment; industrial and commercial land allocations is as follows:

- Safeguard identified employment land
- The provision of net additional land for industrial and commercial purposes across the Borough of 387.2 hectares.
- Set out the policy approach to the release of genuinely redundant employment land for alternative uses, in full conformity with guidance set out in PPS3: this element will also address the issue of non-conforming uses particularly in or near to residential areas.
- Set out the provision of new additional land

for mixed use commercial and leisure uses, mainly in town centre locations of 14.74 hectares. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007)

- In the Development Corporation Spatial Plan, 11,500 jobs are designated for the London Gateway port development, with the remainder distributed between Tilbury Port and other employment hubs in Thurrock. 2,000 jobs have been designated to be shared between the outlying communities of Aveley, South Ockendon, Chadwell St. Mary, Tilbury, East Tilbury, Stanford-le-Hope and Corringham. This equates to approximately 600 jobs for East Thurrock in addition to those provided at London Gateway port. (Development Corporation Spatial Plan, August 2007);
- Non-planning constraints are probably more critical to Thurrock's long term prosperity, and for achieving employment targets, than land and premises needs, despite their importance. In terms of increasing employment, shortages of particular skills were clearly the dominant constraint (Thurrock Council Employment Study: Final Report, May 2005);
- For existing businesses, transport improvements are arguably the highest priority for Thurrock Council and the Development Corporation (Thurrock Council Employment Study: Final Report, May 2005); and

- Thurrock's Employment Study (2005) highlights that the most striking trend in recent years within Thurrock has been the growth in services. The data indicated that wholesale and transport sectors, logistics and distribution rose over the decade, but appear to have slowed relatively in recent years. Wholesaling, hotel and restaurants, education and health have also enjoyed large increases of around 40-50%. In contrast, financial and business services and personal services have risen by a much lower rate (Thurrock Council Employment Study: Final Report, May 2005).

Regeneris has been appointed by Thurrock Council and the Development Corporation to prepare an Economic Development Strategy for Thurrock. At the time of writing this report Regeneris had identified strong sectors existing in Thurrock such as port, logistics and transport, retail and construction sectors. The draft report states that the employment growth of Thurrock's core sectors must be fully complemented by the growth and development of a number of sectors which offer additional sources of new employment and which also contribute to economic diversification. Those sectors that have been identified with potential for growth are Business Services, Recreation and Leisure, Environmental Technologies, Recycling & Energy, Creative Industries and Public Sector Services. (Thurrock Economic Development Strategy, November 2008)

The Economic Development Strategy identifies Enabling Factors to ensure a firm



Figure 14 - Existing Retail Opportunities in Corringham Centre

foundation for maximising employment opportunities and investment in target growth sectors. These include:

- “Generate a stronger skills base;
- Improve the inward investment offer;
- Develop a relevant business support offer and structures;
- Ensure relevant physical infrastructure is in place;
- Raise aspirations for growth locally; and
- Improve partnership working”

Embedding Factors to ensure that employment and investment growth is long term, sustainable and generates direct benefit to local communities include:

- Tackle deprivation in communities;
- Develop effective innovation capacity;
- Improve quality of environment;
- Ensure ongoing improvement of business spaces; and
- Develop effective business processes (Thurrock Economic Development Strategy, Summary, 2008)

To maximise the long term impact of London Gateway port, a National Academy for Transport and Logistics should be considered on or within sight of the new port. The remainder of the East Thurrock area, and Corringham, will largely be residential and mixed-use in nature (with a local business presence as opposed to significant sector development) and, therefore, an improved level of service provision will be necessary to support the local population and business base. (Thurrock Economic Development Strategy, Summary, 2008)

Retail

The strategic context emphasises the importance of existing new centres in supporting the wider regeneration of Thurrock. Survey information compiled by Donaldsons on retail demand in East Thurrock can be found in the Development Context section of the East Thurrock Master Plan Baseline Report (2007). The information below highlights key policies and information arising from regional, Thurrock-wide and local documents.

- Town Centres will be an important focus in the regeneration process (Thurrock UDC Baseline Study, March 2004); The retail market has shown little growth, but there is a trend toward larger convenience stores (Thurrock UDC Baseline Study, March 2004);
- Part of the approach to regeneration could be achieved through housing developments in town centres (Thurrock UDC Baseline Study, March 2004);

Figure 15 - Master Plan Character Area

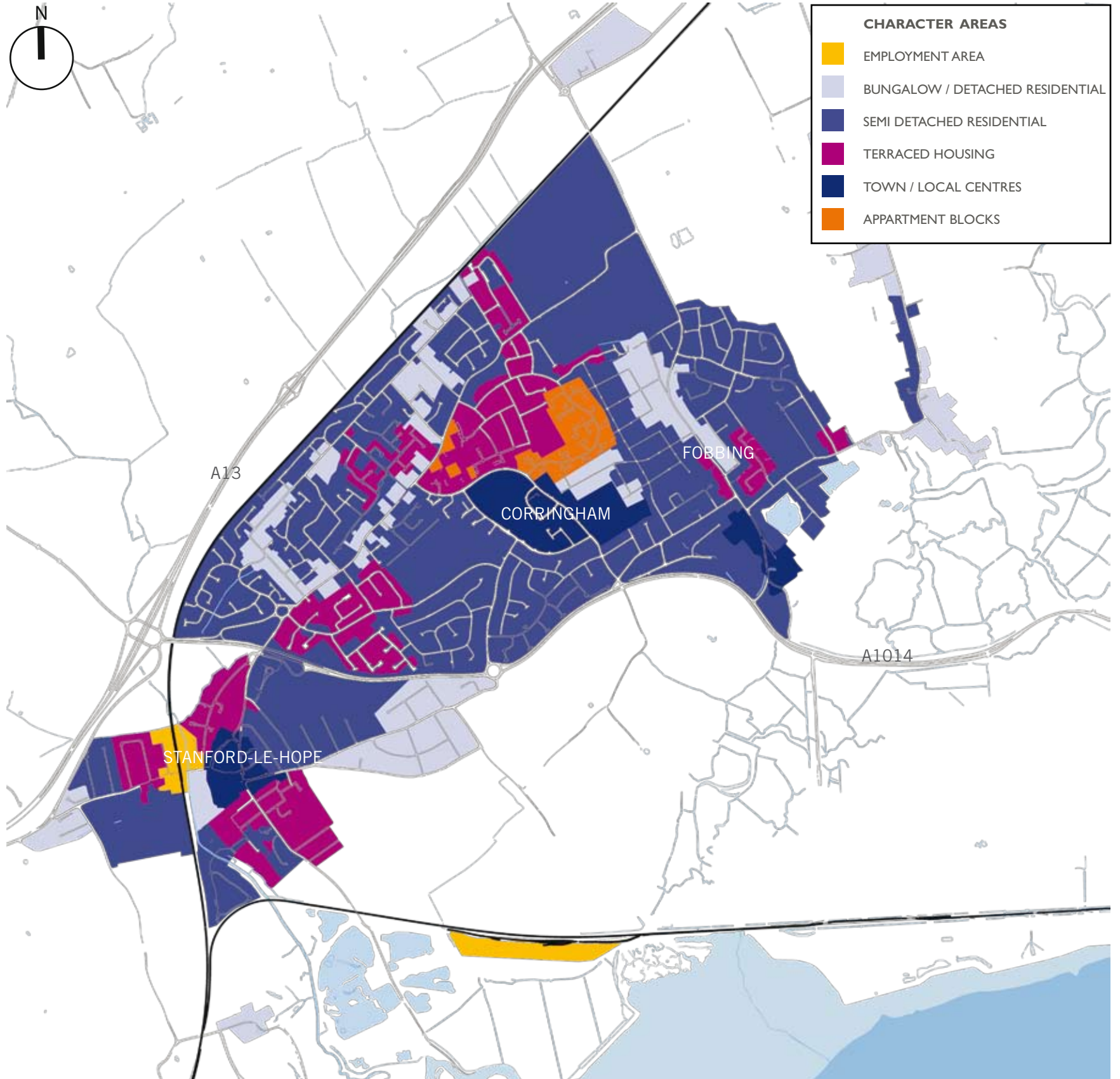




Figure 16 - Stanford-le-Hope railway station

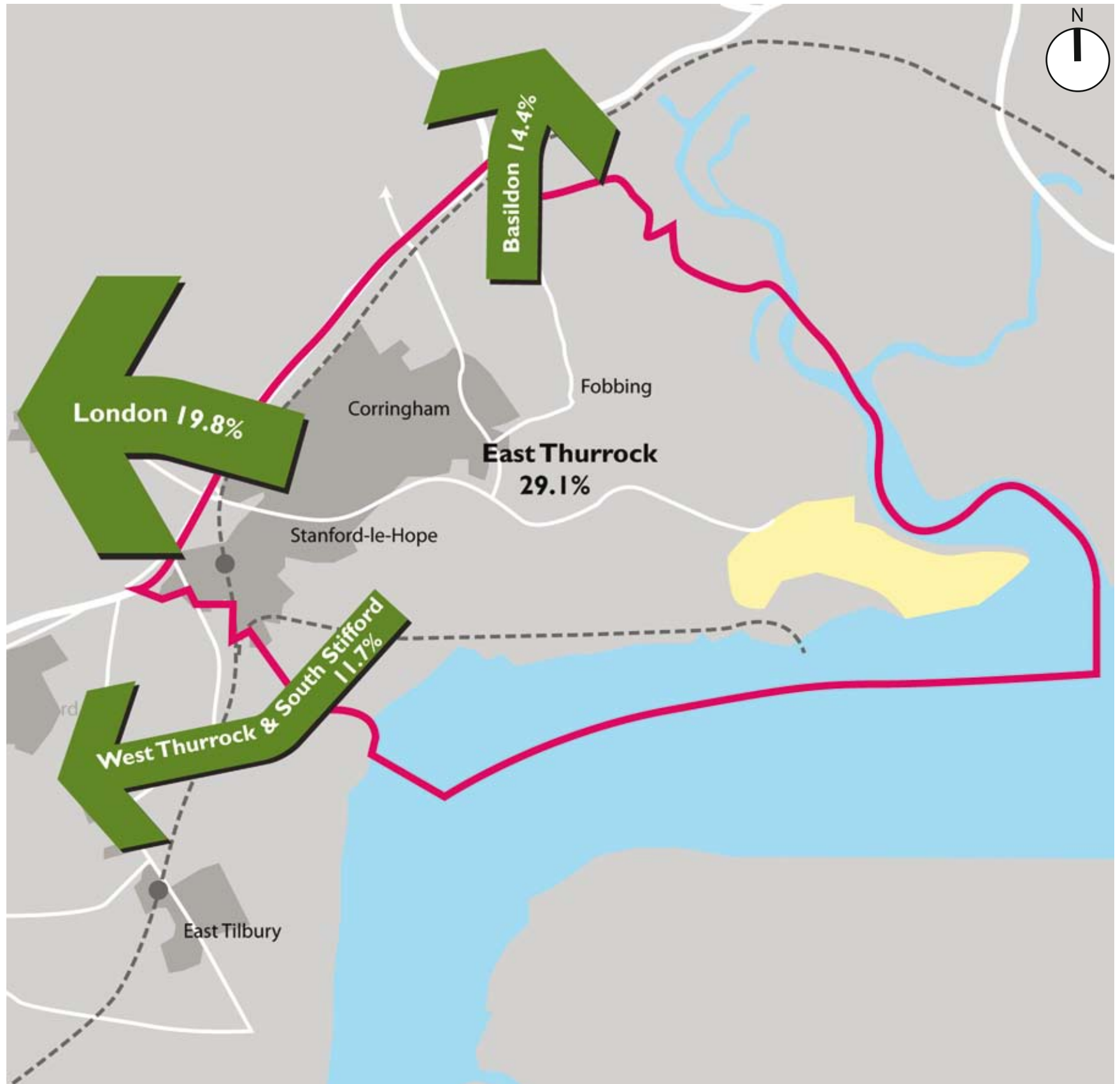
- The Thurrock Council retail study indicates that there is no justification for significant growth in Stanford-le-Hope or Corringham town centres or for any upgrade in the function of these centres. Clearly, if there are small scale proposals for expansion within any of the existing centres this should be encouraged. The study indicates that it is not appropriate to plan for a specific floorspace requirement for these small local centres. To protect the existing town centres, Thurrock Council will aim to resist change of use from A1 at ground floor level in town centres, to protect existing retail provision. It is likely that new parades will be encouraged in some of the major areas of new housing development. (Thurrock LDF: Site Specific Allocations and Policies DPD – Issues and Options Consultation, July 2006);
- The thrust of planning policy set out in PPS6 and the approved RSS (the East of England Plan) is that new retail development should be located within town centres or on the edge of established town centres (Thurrock Council Retail Study, Roger Tym and Partners, September 2007);
- The Thurrock Council Retail Study demonstrates that the local centres in Thurrock, including Corringham and Stanford-le-Hope, only serve a local catchment, attracting limited levels of comparison goods trade and, in some instances, limited convenience goods spending. Their position in the retail hierarchy would only allow for a small proportion of the floorspace requirement identified (Thurrock Council Retail Study, September 2007);
- Thurrock Council's Preferred Spatial Vision for 2021 proposes that local centres in the outlying settlements will be fully functioning retail centres providing for local and neighbourhood needs. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007); and
- The Preferred Option for smaller town centres is mainly small scale net additional retail space; renewing, upgrading and remodelling of existing space. It is also noted in the Preferred Option that there is potential for a new supermarket in Stanford-le-Hope. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007)

Physical Infrastructure

Survey information compiled by Colin Buchanan in East Thurrock can be found in the Transport Network section of this report (section 2.4). The information below highlights key policies and information arising from regional, Thurrock-wide and local documents.

The East of England Plan contains a regional Transport Strategy that supports the spatial development strategy in the plan and provides a framework for delivery of transport infrastructure and service improvements

Figure 17 - Work Destinations for East Thurrock Residents



within the region. The Thames Gateway area is a recognised priority within the region for transport investment, and Thurrock is identified as a Regional Transport Node for public transport orientated improvements. (The East of England Plan, May 2008).

Thurrock Council published its second Local Transport Plan (LTP) in March 2006 covering the period to 2011. The LTP sets out the vision, strategy and broad investment programme for transportation and service provision. The overarching vision is for a safe and integrated transport network that is accessible to all. The Core Strategy Preferred Options Transport and Access policies are guided by the vision and strategic objectives of the LTP. The LTP is currently being reviewed and updated and will inform the development of the final Submission Draft Core Strategy.

Strategic Spatial Objectives of the Thurrock Council Core Strategy Preferred Options includes:

- Provision of transport and utility infrastructure that will support and underpin a sustainable level of development in new and existing communities and address current deficits; and
- Provide a safe transport system that supports accessibility, manages the need to travel, and encourages the use of more environmentally friendly modes of transport such as cycling, walking and public transport. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007);

The Preferred Spatial Option within the Core Strategy will place a high priority on improving transport and access infrastructure in a timely manner to underpin housing and employment growth. New transport infrastructure investment will be prioritised to improve and add capacity to the existing network.

The key strategic projects relevant to East Thurrock will include:

- M25 widening to dual four lanes north of Junction 30;
- M25 Junctions 30 and 31 improvements;
- A13/east facing slips at A126;
- A13 widening sections J30-A126 and A128-A1014;
- A1014 London Gateway port improvements;
- Improvement of infrastructure for bus services;
- South East Rapid Transit (SERT) extending across Thurrock;
- Lorry parks;
- 12- car platform lengthening at railway stations;
- Improved interchanges at railway stations;
- Rail freight terminal at the London Gateway port; and
- London Gateway Port.

Figure 18 - Coryton Refinery





Figure 19 - Corringham Fire Station

The London Gateway port will provide a major opportunity to develop rail freight from the ports and local industry - there is no shortage of existing or potential sites for rail-linked uses - but lack of rail network capacity threatens to constrain this potential (Thames Gateway Freight Study: Final Report, September 2002). The Core Strategy Preferred Policy Approach to manage travel demand and influence mode choice includes:

- Promoting the effective siting of residential, employment and other development to maximise the opportunity to travel within and beyond the Borough by walking, cycling and public transport; and
- Promoting reduced car parking provision in areas where public transportation accessibility is high. In particular, within town centres or other areas not more than 800 metres from passenger transport interchange, the level of car parking provision can be reduced by up to 40% below the adopted standard where local conditions allow (subject to at least one parking space per residential unit). This reduction will only be permitted where it will not prejudice highway safety.

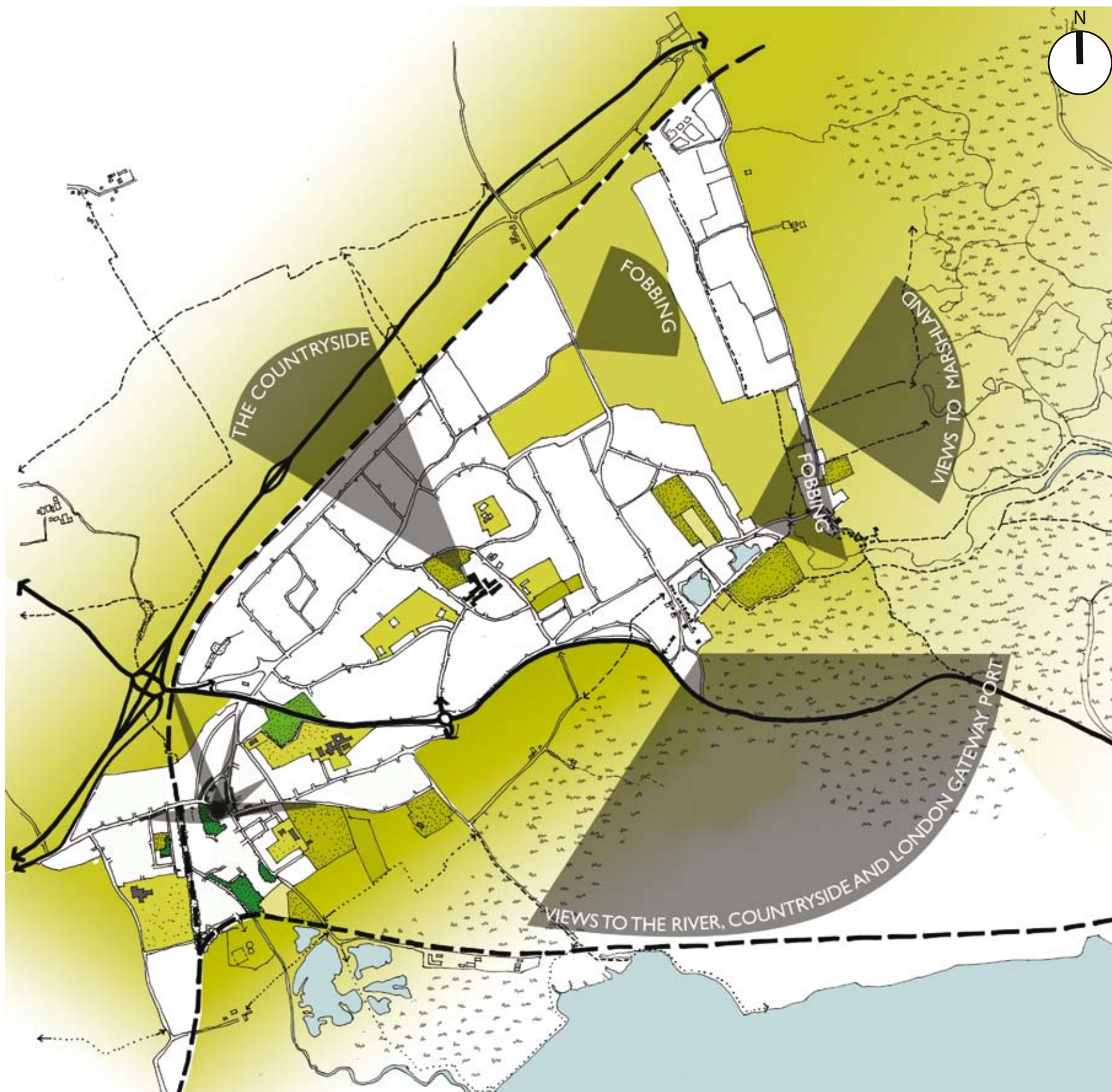
(Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007)

Social Infrastructure

The existing policy and strategic context emphasises considerable local concerns about the quantity of education facilities, healthcare provision and other community services. The information below highlights key policies and information arising from regional, Thurrock-wide and local documents. The LDF Preferred Option for social and community infrastructure Key Strategic Projects relevant to East Thurrock include:

- A Logistics Academy at the London Gateway port;
- Development of new multi-hub Centres providing a range of facilities for local neighbourhoods that would be located across Thurrock, including some centres located within school;
- Potentially a new replacement school on land adjacent to north-east Corringham/Stanford-le-Hope;
- Development of the Greengrid strategy linking major residential areas with open space;
- North-south links from the River Thames to open areas in the Green Belt;
- Improved public access to and along the riverfront;
- Provision of new urban open space including strategic scale Urban Parks and smaller areas of open space; and

Figure 20 - East Thurrock legibility map illustrating key views and characteristics of East Thurrock



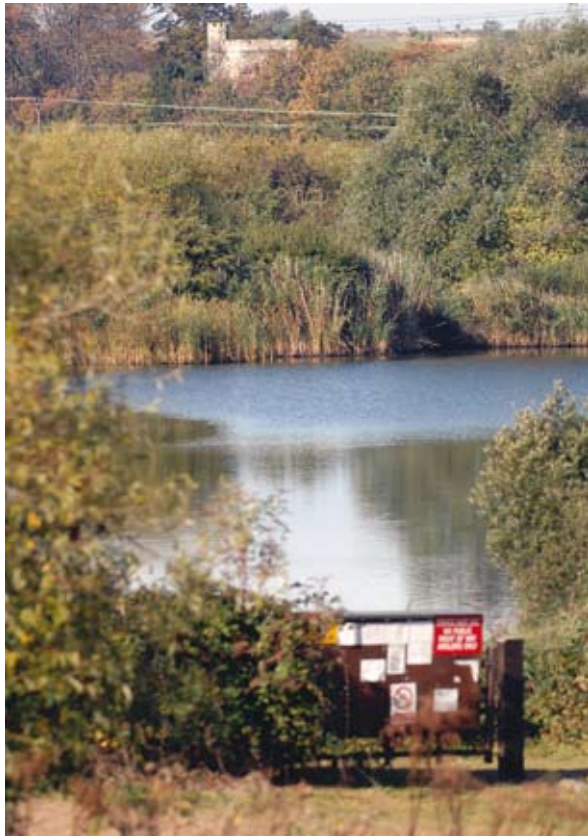


Figure 21 - Existing open space in the East Thurrock Master Plan study area

- New and existing schools would provide sports for general and specialist need. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007)

Along with a proposal for a hospice at north east Stanford-le-Hope/Corringham Thurrock Council's Preferred Option is for day-to-day health care facilities such as doctors surgeries, and clinics as standalone facilities or within Multi-hub Centres to be located within town centres. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007)

Thurrock Council considers that it should explore every reasonable option to bring forward the required investment in Thurrock's secondary schools based on a need to replace 8 out of 10 secondary schools. There will also be the need to respond to planned population growth and provide additional new capacity associated with the planned residential growth locations. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007)

Open Land

National and regional planning policies provide an important landscape context for development in the Thames Gateway. PPG17 outlines the importance of a green space network in providing for local community and biodiversity needs. PPS9 strengthens this policy direction with respect to wildlife. The

Communities and Local Government's (CLG) Greening the Gateway guidance supplements national and regional policy and highlights the importance of the green infrastructure network throughout the Thames Gateway as a basis for character and identity. A key element emerging from planning policy and associated strategies is that the landscape within which settlements sit (both external and internal) should provide the green print which steers future change and development. In addition, residents' and visitors' quality of life is increasingly linked to the quantity and quality of green space and countryside.

Thurrock Council, in turn, reflects the importance placed on green infrastructure at higher policy levels, seeking to protect and enhance existing open space and create new open space, where possible. Thurrock Council has prepared a Greengrid Strategy for Thurrock which seeks to create a sustainable network of multi-functional green space and links in Thurrock's town and countryside (Thurrock Greengrid Strategy, January 2007).

The Thurrock Local Development Framework Preferred Option supports this strategy and seeks to develop the Greengrid network of biodiversity sites, historic sites, green infrastructure and open spaces linking existing and new communities, the urban areas to countryside and access to the River Thames (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007).

Figure 22 - Open space in Fobbing



One of the key ambitions of the East of England Plan is to accommodate higher levels of growth in sustainable ways. By focusing development on a group of significant urban areas together with the policies for the individual centres and through selective Green Belt reviews. However, the Strategy does not identify exceptional circumstances currently to justify a Green Belt review in the Essex Thames Gateway area to identify land for house-building. (East of England Plan, May 2008).

Thurrock Council's Preferred Option is to sustain and enhance the open character of the Green Belt in Thurrock and only allow development in very special circumstances. The vision statement for 2028 states the following:

“Most recent building has been on brownfield sites; where Green Belt land has been used at a local scale the urban fringe around Grays and the other settlements have been upgraded and the Green Belt boundaries made more robust and sustainable through strengthening local landscape character. The Borough's open spaces are now more accessible to everyone. The Greengrid will be strengthened by introducing new open spaces, improving the quality and accessibility of existing spaces and ensuring safe connecting routes and corridors link them.” (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007)

Thurrock Council's Preferred Spatial Option is based broadly on Option 2 presented in the Preferred Options report. This option includes an

additional local scale of Green Belt land release for housing to the north east of Corringham/Stanford-le-Hope linked to a new secondary school and other particular cases where 'very special circumstances' prevail to warrant Green Belt land release. However, Thurrock Council affirmed that this Preferred Option will be subject to full review taking account of the responses to the Preferred Options formal consultation exercise, the Adopted East of England Plan, further published government advice and evidence from the updated Technical Study evidence base on local conditions and trends in Thurrock. (Thurrock LDF: Core Strategy and Policies for Control of Development Preferred Options, November 2007).

Natural Environment

The Thames Estuary and Marshes is an internationally important RAMSAR site that is also designated as a European Special Protection Area (SPA). There are also three Sites of Special Scientific Interest in East Thurrock, including Mucking Marshes, Fobbing Marshes and Holehaven Creek Marsh. Vange Marsh, also a SSSI site, is located directly adjacent to the north of the Master Plan area. In addition to these sites of international and national importance, there are several County Wildlife Sites, Local Nature Reserves and Areas of Local Conservation Significance within East Thurrock.

The East of England Plan states that Local Development Documents should ensure that new development in or near the urban fringe contributes to enhancing its character and

Figure 23 - Social Infrastructure in the East Thurrock Master Plan Study Area

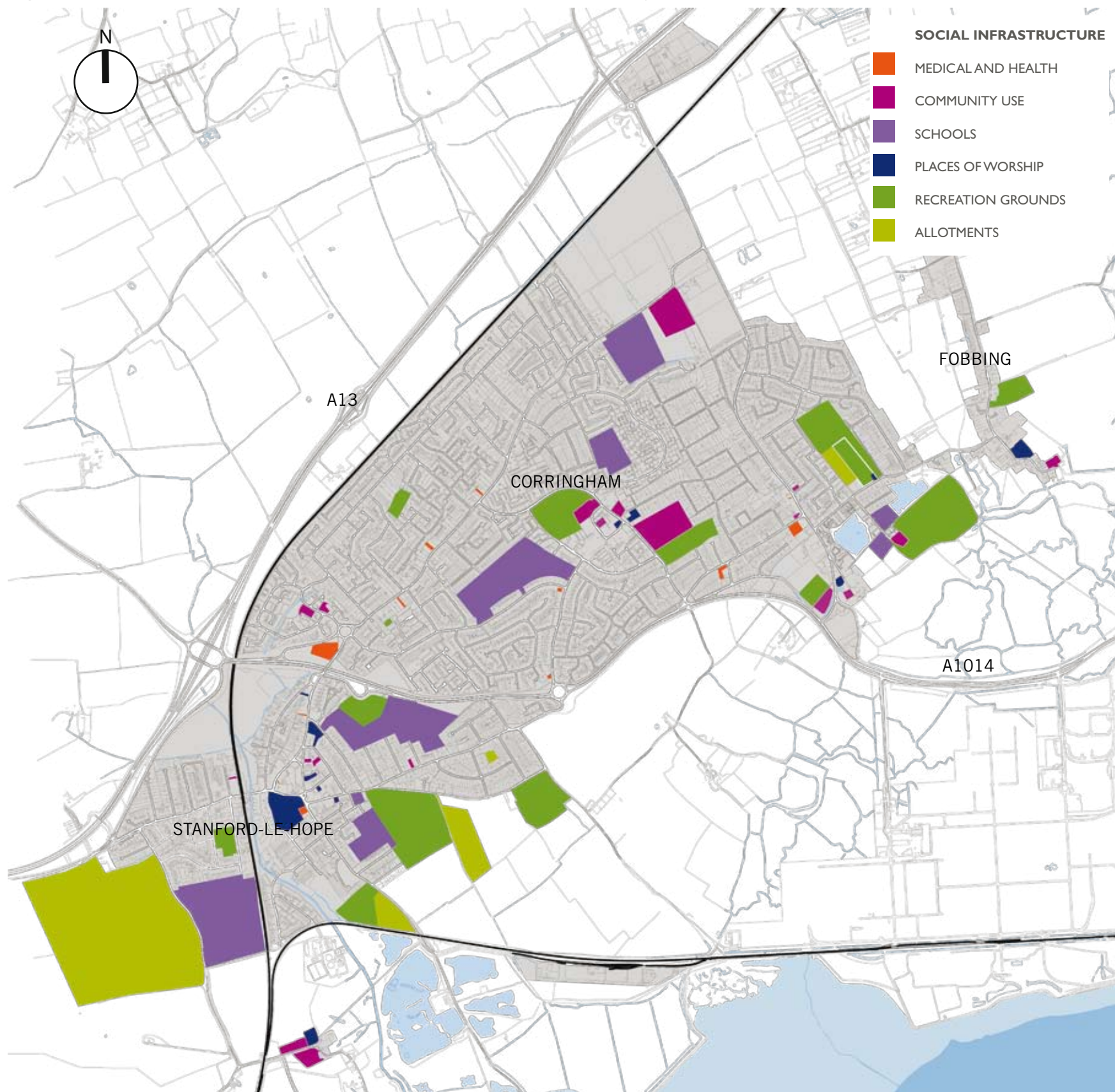




Figure 24 - Performers College, Corringham

appearance and its recreational and/or biodiversity value and avoids harm to sites of European and international importance for wildlife in particular (East of England Plan, May 2008).

The Essex Biodiversity Action Plan contains action plans for 25 species and 10 habitats in the Essex Region. The Thurrock Council Biodiversity Action Plan identifies the key biodiversity species and habitats within Thurrock. The Greening the Gateway implementation plan identifies supporting and protecting biodiversity as one of its three priorities. Preserving the countryside is also a priority and new development is targeted on brownfield land. In Thurrock some of the brownfield land is noted for its biodiversity value and delivering brownfield development that is sustainable in biodiversity terms is a significant challenge for the Borough. Due regard should be given to the existing wildlife value of all proposed development sites. The Thurrock LDF: Core Strategy Preferred Options seek to protect and enhance the natural, environment including biodiversity, landscape character and open space through positive improvement. The Preferred Options identify key areas for biodiversity to be preserved and enhanced and new nature conservation opportunities maximised.

2.2 Social infrastructure

The consultation on Master Plan Options illustrated that the provision of social infrastructure is of concern to the community. The potential for new residential development must be seen in the context

of accommodating current under provision as well as accommodating new growth.

Schools Capacity

The current number of pupils enrolled in schools in the Stanford-le-Hope and Corringham areas show that there is a surplus of 689 primary school places and a surplus of secondary school places totalling 35 which represent 22% and 1.1% respectively of total capacity identified in the Thurrock Council School Organisation Plan 2003-2009 (SOP). However, there are a number of significant housing and employment proposals in the locality, such as the London Gateway port development which, even without residential development, will create new jobs which are likely to create a demand for local housing. Therefore, it is anticipated that the cumulative impact of planned developments in the surrounding area could create an influx of families with children at both primary and secondary school age requiring school places. Thurrock Council has prepared a draft Schools Strategy for Thurrock (2009-2020), which reviews both primary and secondary school provision. A local area review of the school provision in Corringham and Stanford-le-Hope and options for the future in terms of refurbishment or redevelopment of these schools is expected to be undertaken by the end of 2009. The draft strategy indicates that a number of schools will require substantial refurbishment or redevelopment as they in poor condition and do not meet modern education needs.

Figure 25 - Sites considered for development through Master Plan process

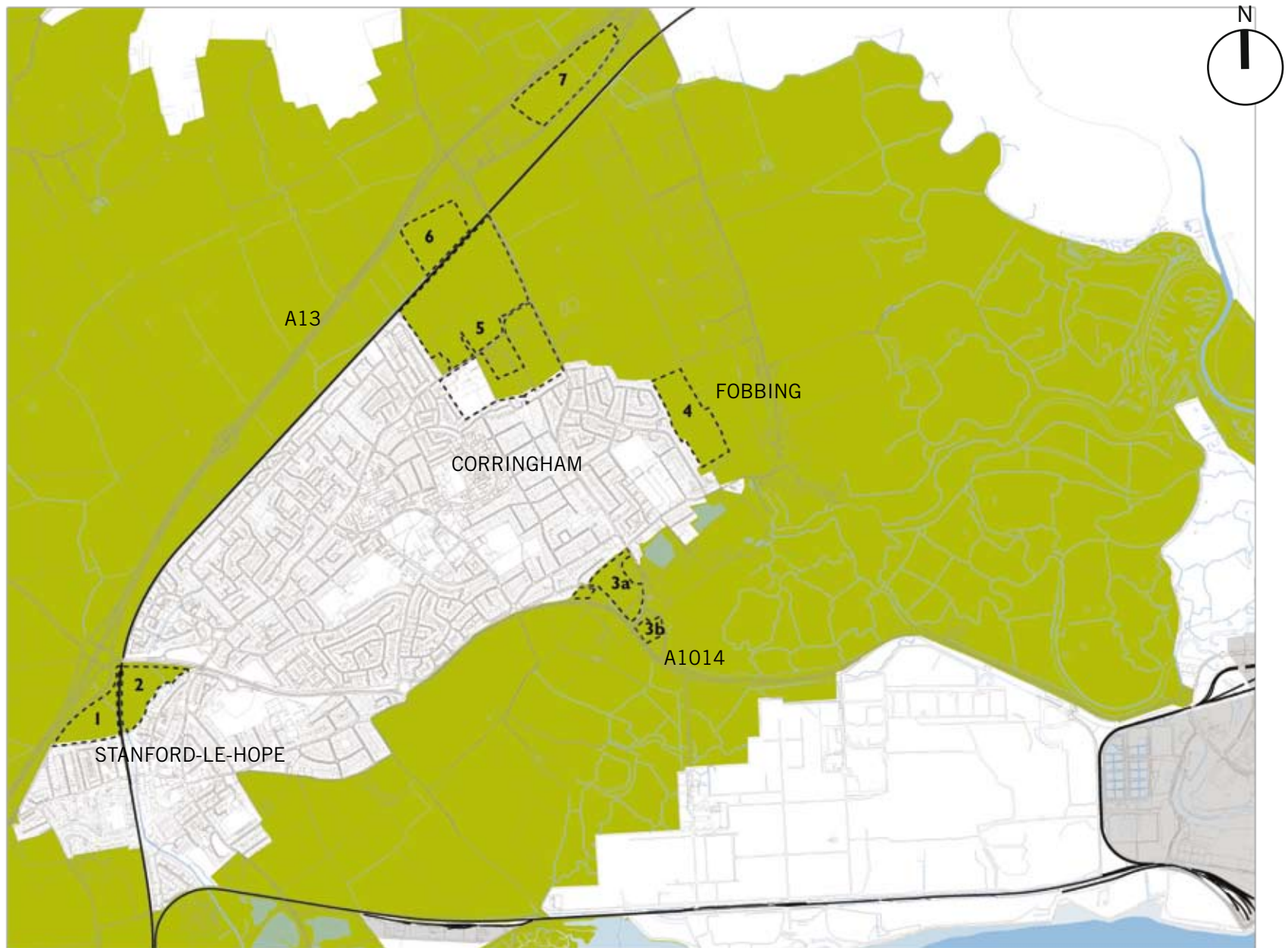


Figure 5.5 Potential development sites subject to individual site appraisal

- Green Belt land**
- Potential development sites**
1. Gas works site, Manor Way, Stanford-le-Hope
 2. Land adjacent to A13/A104, Stanford-le-Hope
 - 3a. East Thurrock Football Club and land to the south of Thames Haven Road, Corringham
 - 3b. Land west of Rookery Hill, Corringham
 4. Land east of Digby Road, Fobbing
 5. Land at Williamsons Farm, Southend Road, Corringham
 6. Land north of the Williamsons Farm, Corringham
 7. Land in between A176 and A13, Fobbing



Figure 26 - Impulse Leisure, Corringham

Health provision

The current provision of health facilities in East Thurrock includes several GP practices spread throughout the area. The NHS South West Essex is currently finalising a Strategic Services Development Plan and Estates Strategy of which drafts were produced in April 2008. The drafts of these documents describe the PCT's vision for remodelling the delivery of health care in Thurrock into a service needs-led and targeted "hub and spoke" model approach. Hubs are envisaged to be Primary Care Resource Centres (PCRCs) or "One Stop Shops" and the PCT is committed to shifting significant volumes of activity currently provided in hospitals to local areas. Existing GP practices were evaluated in the draft Estates Strategy 2008, which found that many are in need of attention. Improvement grants will be awarded where appropriate and the development of new GP practices is also being considered. The draft Estate Strategy suggests that a new GP led mini hub facility could be located in the Corringham area on a disused site at Graham James Infant School, with Hassengate Medical Centre extended under an improvement grant scheme.

Community facilities

The area is well served by public libraries, as both Corringham and Stanford-le-Hope centres have purpose built libraries. In addition, there are a number of community halls in East Thurrock available for community groups and individual private hire. There are also a number of well established clubs, the largest

being those associated with local industrial businesses. The Shell Club is one example, which is now open to the public and offers a wide range of sporting and community activities.

There is a youth centre in East Thurrock, located at Hassenbrook School in Stanford-le-Hope. There is also a strong Scout presence with scout groups in both Corringham and Stanford-le-Hope. Despite these facilities, consultation highlighted that the area lacks informal recreational and entertainment provision for the young people in the community.

Sports facilities

The Sport and Active Recreation Strategy for Thurrock (2007), aspires to develop a sports facility infrastructure across Thurrock that is a legacy to the area after the 2012 Olympics. The Development Corporation have commissioned a study on the feasibility of developing a sports hub at Blackshots Leisure centre or Belhus Park, which would work towards achieving this aim. The Strategy states that consideration should be given to providing sports villages and multi sports hubs in Thurrock with an opportunity to provide a rationalised but enhanced sports infrastructure through Secondary School Developments in Thurrock and Building Schools for the Future. The Thurrock Open Spaces Strategy 2006-2011 predicts that there will be a shortfall of five adult pitches in the Stanford-le-Hope and Corringham area by 2021, and the Sports, Physical Education and Physical Activity Strategy for Thurrock 2004-2007 identified that there is an under provision of outdoor pitches.

Figure 27 - Landscape Character Areas (Thurrock Council Landscape Capacity Study, March 2005)

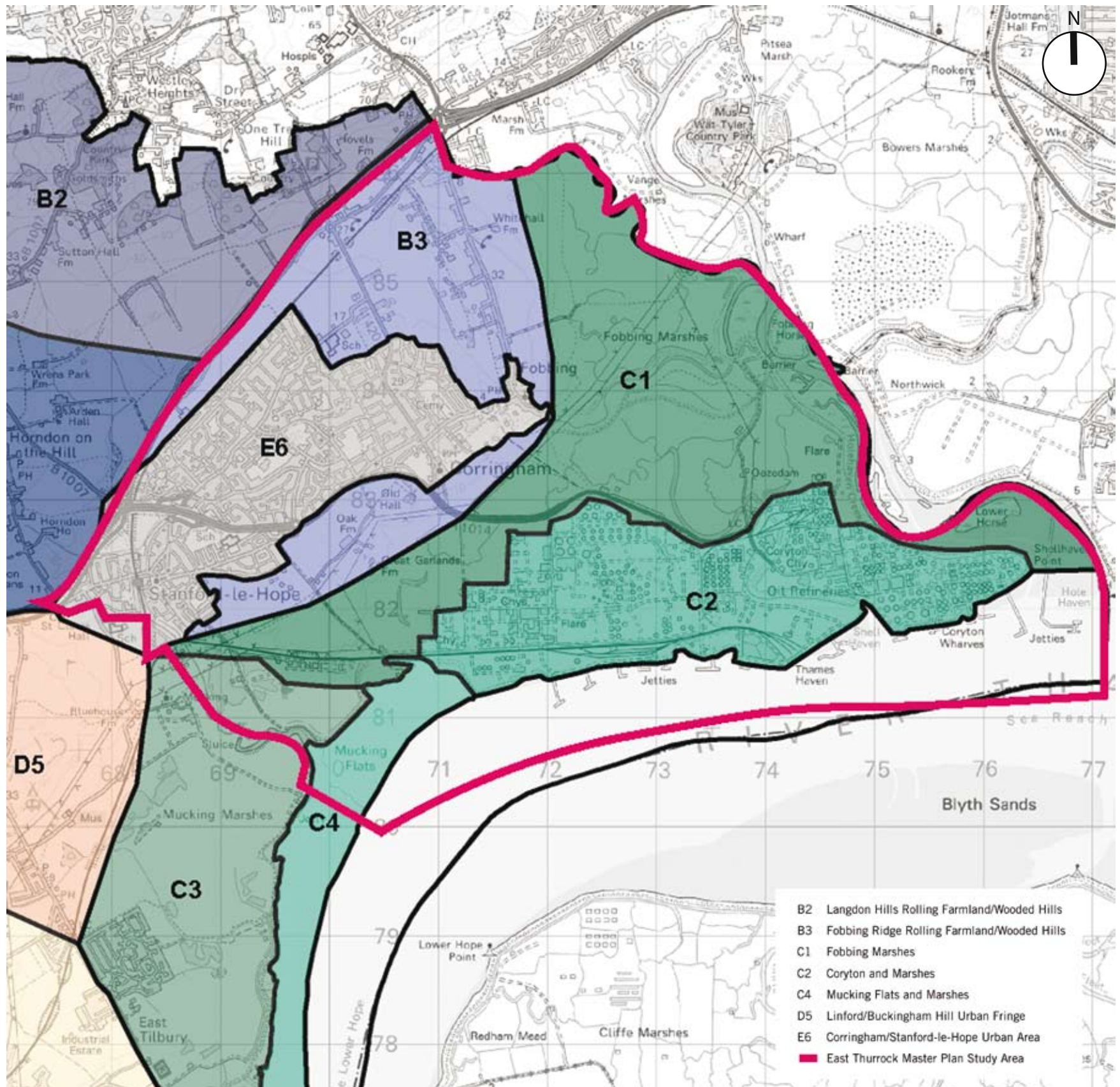




Figure 28 - Fobbing Landscape

Therefore, the proposed facilities identified in the most recent Strategy will help to provide for the needs of the significant population growth expected from Thames Gateway developments, and are planned to be funded through a variety of means, including planning contributions.

The Sport England “Facilities Planning Model” does not highlight any significant shortfalls in provision compared to the national situation, however, the local surveys and consultation have shown a need and desire for improvement and development.

Open Space

The Thurrock area as a whole benefits from 28 parks and gardens covering 62.12 hectares, of which East Thurrock contains 9.82 hectares. The Thurrock Open Spaces Strategy 2006-2011 identifies the Corringham and Stanford-le-Hope areas as deficient in local and community parks, with parts deficient in parks and gardens, satellite parks and toddler and small play spaces. However, the survey shows that Corringham Town Park is one of the most popular in Thurrock and that there is a public concern that open space will be lost to development. However, Thurrock Council policies will ensure that new development in areas of deficiency are required to provide parks and gardens according to the demand generated.

In terms of natural and semi-natural green spaces, East Thurrock offers several sites of importance including Stanford Marshes,

Stanford Warren, Corringham Marshes, Grove House Wood and Outer Thames Marshes, although Corringham and Stanford-le-Hope are identified as deficient. A previous study (Thurrock Council Community Needs and Open Spaces Study 2005) identified an opportunity for new green infrastructure at land south of the roundabout on the A13.

2.3 Landscape appraisal

A Landscape Appraisal was undertaken by Urban Practitioners to inform the development of the Master Plan, which sets out the landscape assets and seeks to establish the capacity for new development and for landscape conservation, enhancement and restoration. The complete appraisal may be found in the East Thurrock Master Plan Baseline Analysis Report (August 2007) and key findings are summarised in this section.

The Thurrock Landscape Capacity Study (2005) identified five local Landscape Character types in Thurrock (see figure 21) of which Rolling Farmland/Wooded Hills (B3), Marshes (C1-4), Urban Fringe (D5) and Urban Areas (E6) all occur in the Master Plan area. Fobbing Ridge to the north of the study area is classified as Rolling Farmland, and directly to the south east lie Fobbing Marshes, with Shell Haven and Marshes south of this area bordering the River Thames. The Urban Areas of Corringham and Stanford-le-Hope make up the majority of the remaining study area. The settlements are generally on higher ground above marshland landscape, with big skies over the River Thames to the south.

Figure 29 - Topography in the East Thurrock Master Plan Study Area

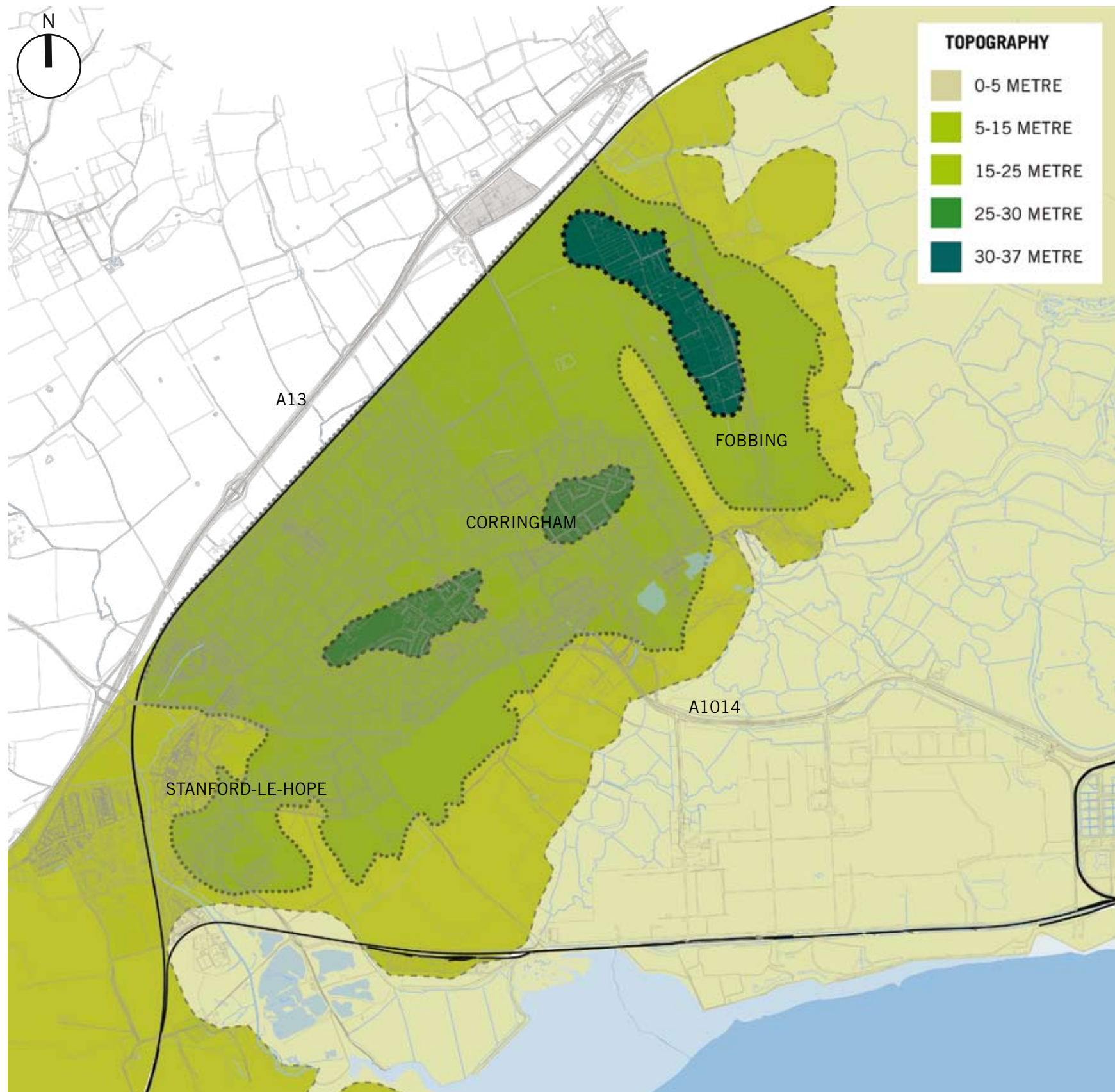




Figure 30 - Fobbing

Key characteristics

The Landscape Appraisal provides an assessment of the areas landscape character, capacity and value undertaken by Thurrock Council and consultants. The key characteristics identified by these reports are outlined below.

- Windswept grazing marshes adjacent to River Thames, several of international value;
- Industrial areas, large pylons and landfill sites;
- Pockets of agricultural uses and pony paddocks;
- Weak enclosure pattern of gappy, incomplete or absent hedges;
- Lowland meadows of national significance;
- Remnant marsh grasslands; and
- Strong physical barriers of the roads and associated traffic noise.

Key qualities which are desirable to safeguard are:

- Landscape ridges which form clear breaks between town and country;
- All of the internationally and nationally significant marshland with nature conservation and habitat value to the south and east of the Master Plan area;
- Large-scale landscapes of marshes and sense of wildness and remoteness; and

- Pockets of agricultural land that create a rural character.

Overview of landscape implications

- Any potential periphery urban development should not adversely affect landscape character;
- New industrial and commercial development should be sited to minimise impact on landscape character;
- Fobbing Ridge surrounds much of Corringham which makes it sensitive to anything other than small scale incremental changes;
- South west of Stanford-le-Hope there is low sensitivity to small scale urban development, although the broad ridge should be avoided; and
- Potential impacts of climate change, such as rising sea levels, erosion of habitats and saline intrusion into rich agricultural land should be taken into account.

Figure 31 - Bus Routes in the East Thurrock Master Plan Study Area

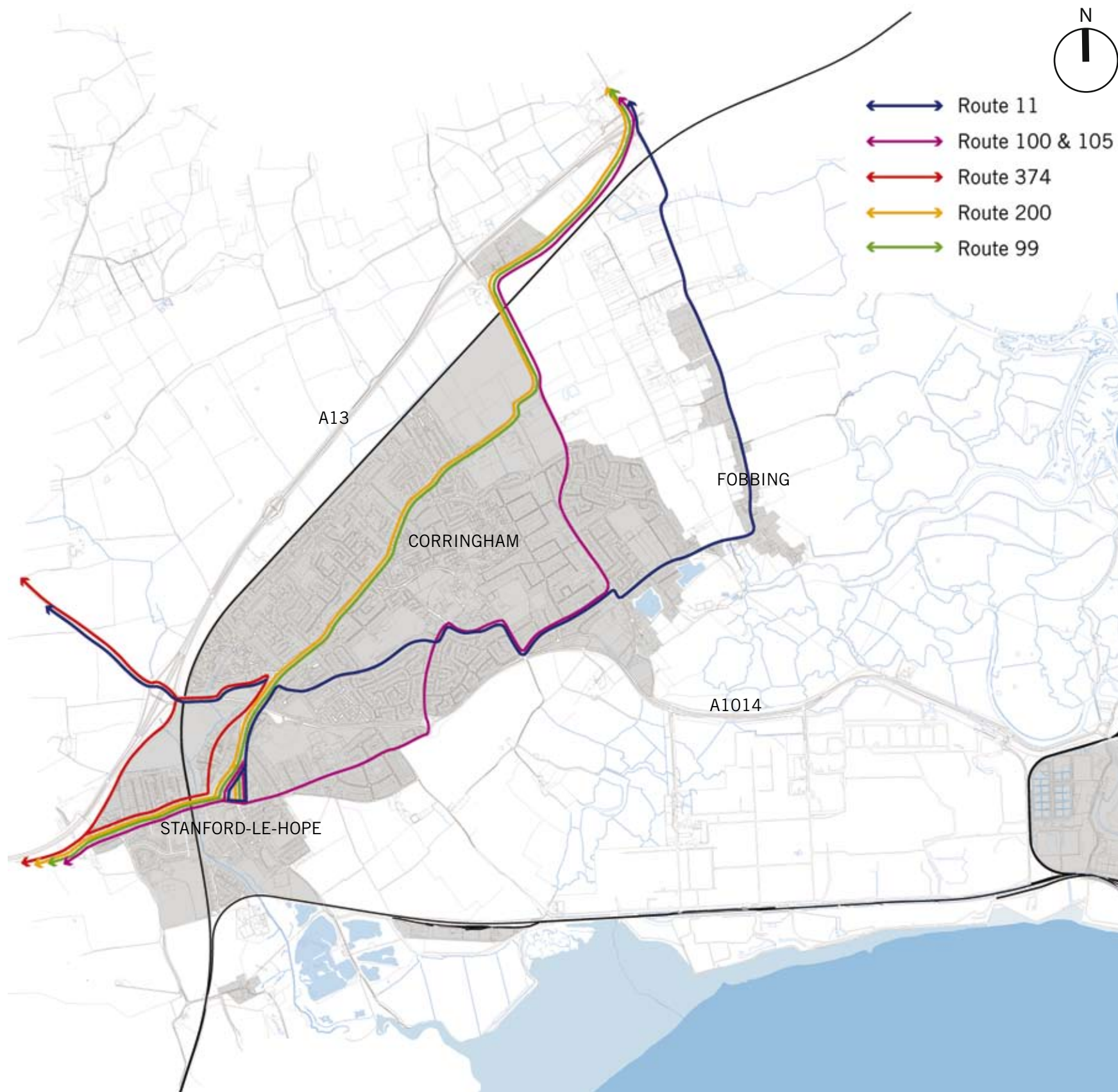




Figure 32 - Stanford-le-Hope Railway Station

2.4 Transport network

Colin Buchanan transport consultants undertook a Traffic Study for the East Thurrock Master Plan area in July 2008. The key issues identified are summarised below.

Pedestrians and cyclists - key issues

- Generally the footway links in the area are reasonable;
- Pedestrian links breakdown around the strategic roads, particularly around the Manorway and A13 junction;
- Footways along the Manorway are a generous width, but issues with noise and air quality discourage their use;
- There are few safe cycle routes in the area, with a lack of cycle lanes along the roads of Stanford-le-Hope and Corringham;
- Narrow carriageways and footways in places would make cycling difficult; and
- Planned cycle lane along the Manorway and new National Cycle Track network to run along the riverfront from Tilbury to Stanford-le-Hope would offer significant improvements.

Buses - key issues

- There is a reasonable bus network but these cater for a small proportion of the demand;

- Centres of Stanford-le-Hope and Corringham are well served by buses with six bus routes;
- There are no bus routes to the industrial based employment areas along the riverfront;
- There are no Sunday or public holiday routes operate; and
- Road congestion impedes bus reliability.

Passenger and rail freight - key issues

- Stanford-le-Hope railway station is the only station in the study area;
- Services run to Southend Central to the east and London Fenchurch Street in the west;
- The passenger waiting facilities and pedestrian connections to the station are poor;
- Buses stopping near the station cause road congestion as there is no lay by for them to use;
- There is no formal taxi interchange; and
- Station parking is pay and display and has 30 cycle parking spaces.

Road connections and parking - key issues

- Improvements are required at a number of key locations on the local road network in order to address existing problems and to cater for increased traffic arising from the new developments:

- Capacity studies indicate that the A13 will be over capacity in future growth scenarios;
- Increased traffic, particularly heavy goods vehicles accessing London Gateway port will impact significantly on the Manorway (148% additional traffic). A number of measures to mitigate the impact of the development of the port have been secured, these include:
 - Noise mitigation barriers to the Manorway;
 - Reduction of speed limit on the Manorway to 50mph;
 - Improvements to the Manorway/Sorrells junction;
 - Traffic signals at A13/ Manorway junction and widening of approach;
 - Partial widening of the A13;
 - Upgraded port access; and
 - Introduction of workplace travel plans.
- Improvements to the bus interchange at Stanford-le-Hope railway station will be required; and
- Routing the South Essex Rapid Transit system through Stanford-le-Hope centre will significantly improve the public transport system in the area.

2.5 Urban design context

East Thurrock has been largely defined by its position on the River Thames and its riverside industries. Together with the marshland and the suburban nature of the settlements, the large developments at the former Shell Haven create distinct sense of place.

Legibility

The presence of the River Thames is not immediately apparent due, in part, to the extensive shallow marshland between the town and the river. The relationship of Stanford-le-Hope and Corringham with the river is also constrained by rail and road infrastructure and lack of access. All of the settlements are relatively low density and suburban, with a few important public buildings or spaces.

Stanford-le-Hope's centre lacks focus as the public facilities are dispersed and there are few evening uses with little public space.

In Corringham town centre Grover Walk and St John's Way are the main public streets and the focus for shopping. These streets are inward looking in their configuration. Springhouse Road is a key street with public facilities, but it is hidden due to the topographical changes.

Topography

The Master Plan area rises gradually from the River Thames to the north, with the centres of Corringham and Stanford-le-Hope lying on plateaux higher than the surrounding areas,



Figure 33 - Examples of housing in the East Thurrock Master Plan Study area

with Fobbing containing the highest point in the area at the High Road providing views of the marshlands and London Gateway port. From Corringham centre there are dramatic long views of the countryside to the north. The Green in Stanford-le-Hope has long distance views towards the north, and there are many views towards St Margaret's Church from the west.

Permeability, access and urban grain

Stanford-le-Hope has a radial nature with four main routes leading to the centre. Permeability is limited by the railway line in terms of east-west movement and the Manorway from north-south between Stanford-le-Hope and Corringham. There are several well-structured 19th century terrace streets within the vicinity of the centre. The centre itself can be confusing, with a one-way system running around King Street and the High Street. The car park dominates the centre of Stanford-le-Hope and areas within the car park can feel dark and insecure.

In Corringham the layout of the streets and buildings is very structured in areas such as the Homesteads but, in some areas, the large scale blocks with internal cul-de-sac arrangements can confuse and limit accessibility. The centre is open and permeable, but the backs are dominated by car parking and service areas. This can affect the security and surveillance of public and private space.

Building heights and density

The area has a limited range of building heights

with a predominance of development no higher than two storeys. In Stanford-le-Hope centre, 3-4 storey buildings or higher (in the case of St Margaret's Church) are located along the main routes to and from the centre contributing to the legibility of the town. Three storey buildings in Corringham are mainly concentrated in the centre with some scattered apartment blocks along Southend Road and Springhouse Road.

Residential densities throughout East Thurrock are relatively low. The lowest density, below 20 dwellings per hectare, is in Corringham and Fobbing ward, whilst the highest density is approximately 50 dwellings per hectare in Stanford East and Corringham Town ward.

The densities of the study area as a whole are significantly lower than densities considered necessary to support sustainable living. The Essex Design Guide Urban Place Supplement regards the existence of a substantial and compact residential and business community within easy walking distance of a centre, a key platform for sustainable development. The Supplement describes approximately 5,000 people living within walking distance at an average of 65 dwellings per hectare (with higher densities towards the centre and lower densities towards the edge of town) as necessary to support a bus service and a variety of shops and services.

Land use

Shops occupy the groundfloor of most town centre buildings. There is a very limited amount of employment use within both town centres.

Figure 34 - Building heights and existing land uses in Stanford-le-Hope (subject to change)





Figure 35 - War memorial, Stanford-le-Hope

The difference between the centres is the type of uses available. Corringham has a wider and more compact offer of retail, leisure facilities, financial and professional services, whilst Stanford-le-Hope has a better offer of restaurants and drinking establishments which may contribute to the evening economy. More and higher density housing surrounding both centres would help to support vibrant centres.

Other noteworthy features include the dominant nature of car parking in both centres and the inward looking nature of Corringham centre. Both issues undermine the important relationship between the centre and the surrounding residential areas.

The presence of car parking reinforces the suburban nature of the area and, based on the limited catchment areas of the centres, consideration of alternative modes of transport could help to reduce the number of short distance car journeys.

2.6 Property market context

A property market assessment was undertaken by Donaldsons / DTZ. The key findings of the initial assessment are summarised below:

- The retail market is mainly service and convenience-led serving a very local market;
- High order comparison shopping is available at Basildon / Grays / Lakeside;
- Generally both Corringham and Stanford-le-Hope have few retail vacancies;
- The condition of the retail space at Corringham centre is poor and

despite the apparent high footfall, the whole area looks to be declining;

- Stanford-le-Hope has vacancies and is in need of upgrading, but has potential to be attractive, with a better quality of built environment;
- There is one industrial park and a large site available for industrial use, but employment uses are dominated by the oil refinery and in the future will be dominated by the new London Gateway port;
- The employment elements of the London Gateway port are likely to provide a standard of accommodation which is not available within the study area, and which is likely to prove attractive to a wider market;
- The residential market in the study area appeared reasonably strong when surveyed before the “credit crunch”;
- There is a mix of residential types, with some more up market housing at Fobbing, but also low-grade accommodation elsewhere;
- The local residential market is generally positive about future market prospects having regard to London Gateway port although concerns exist regarding the traffic impact of significantly increased HGV movements; and
- The local commercial leisure provision is very weak, with only limited demand. There appears to be limited prospects for future growth, in the light of significant competing provision outside the study area.

Figure 36 - Consultation for the East Thurrock Master Plan

EAST THURROCK

MASTER PLAN - PREFERRED OPTION

Master Plan reference map
 Master Plan boundary

The East Thurrock Master Plan is being prepared by Urban Practitioners on behalf of the Thurrock Thames Gateway Development Corporation. The Master Plan will guide growth in the area up to 2021, providing a framework for new homes, jobs and community facilities.

The Master Plan Preferred Option exhibition is intended to gather views on both an overall vision for the East Thurrock Master Plan area and individual sites within the area. Your views will inform the Final Master Plan which will be produced later in the year.

Your views are needed to help shape the future of East Thurrock.

If you would like to know more, please come to the exhibition at the following locations and times:

<p>Stanford-le-Hope Library 22nd to 29th September 2008 High Street, Stanford-le-Hope, Essex, SS17 0HG</p>	<p>Corringham Library 29th September to 4th October 2008 St John's Way, Corringham, Essex SS17 7LJ</p>	<p>THURROCK THAMES GATEWAY</p>
<p>Monday 11:00am - 1:00pm and 2:00pm - 6:00pm Tuesday 10:00am - 1:00pm and 2:00pm - 5:00pm Wednesday Closed Thursday 10:00am - 1:00pm and 2:00pm - 6:00pm Friday 10:00am - 1:00pm and 2:00pm - 5:00pm Saturday 10:00am - 1:00pm and 2:00pm - 5:00pm</p>	<p>Monday 11:00am - 7:00pm Tuesday 9:00am - 7:00pm Wednesday Closed Thursday 9:00am - 7:00pm Friday 9:00am - 7:00pm Saturday 9:00am - 2:00pm</p>	

Contact us
 If you have any questions, please contact the Thurrock Thames Gateway Development Corporation:
 Tel: 01708 895400, or email: comments@eastthurrock.org.uk

Please note that no representatives of the Development Corporation, Thurrock Council or Urban Practitioners will call at your house or your business in connection with this consultation. To learn more about the East Thurrock Master Plan please visit: www.eastthurrock.org.uk



3.3 Consultation

3.1 Community consultation

The East Thurrock Master Plan has been developed with a very high level of public involvement. The consultation process has included two exhibitions, one major event (an Action Planning Day), and several meetings and interviews with stakeholder groups, such as the area's three community forums, Thurrock Council Local Education Authority, Essex Police, Thurrock Council planning officers and East Thurrock ward councillors.

An Action Planning Day event was held in September 2007 at the Crooked Billet in Stanford-le-Hope and was attended by the representatives of 10 organisations or political groups. This event focused on the aspirations and concerns of the key stakeholder groups, in particular the transport challenges arising from the planned London Gateway port, the concerns for Green Belt sites, the need to provide affordable housing and the desire to regenerate Stanford-le-Hope centre.

An exhibition of Options for the East Thurrock Master Plan was conducted from 14 January - 24 February 2008, with successive week-long exhibitions at the Stanford-le-Hope and Corringham libraries. This round of consultation presented three initial options with a varying degree of potential housing and employment sites, plans for centre regeneration and proposed community facilities associated with the potential development. Almost 2,000 responses were received, with a petition opposing Green Belt development signed by 2,841 people. The major concerns were Green Belt development, the proposed development of

the Shell Club playing fields, the traffic impact of proposed development on road congestion and the proposed changes within Corringham centre. Following this response, additional research and a review of site criteria, several potential development sites were removed.

This entailed changes to the Preferred Option, which was presented for public comments from 22 September - 3 November 2008, with successive week-long exhibitions at the Stanford-le-Hope and Corringham libraries. More than 1,110 responses were received. With the changes made in response to comments received at the Options stage, the response was much more favourable. The greatest objection related to proposed development on the existing Gable Hall School playing fields and relocating the playing fields to an adjacent site. This proposal has been removed from the final Master Plan.

The complete results of the baseline, Options, and Preferred Option exhibition questionnaires are contained in consultation results reports compiled by the Development Corporation.

A dedicated project website, www.eastthurrock.org.uk, was established at the start of the project with several hundred questionnaire responses received online. The website has been widely publicised and provides direct access to the project team. The consultation periods for the Options and Preferred Options consultation were also publicised through press notices, advertisements and on the Development Corporation's website.

Figure B7 - Engaging with Stakeholder's at a "Action Planning Day"



3.2 Key Stakeholder and Landowner Consultation

In order to assist the understanding of the level of property demand in East Thurrock a survey of retail operators and residential developers was conducted. Meetings with landowner representatives included Icen Projects planners regarding sites on the periphery of Stanford-le-Hope and Corringham and within the Stanford-le-Hope settlement.

The East Thurrock Options and Preferred Option exhibitions yielded responses from statutory and key stakeholders which have been addressed in the development of the final Master Plan report, including:

- Environment Agency stated that new housing should be built on brownfield land if available and that sequential testing according to PPS25 should be performed for any sites within the flood zone;
- Natural England noted the need for sensitivity around development in the vicinity of any SSSI and other important open space sites;
- The Commission for Architecture and the Built Environment (CABE) requested further information on London Gateway's plans and supported the aspirations for the Stanford-le-Hope centre and adjacent areas;
- Highways Agency stated that the South Essex Rapid Transit proposal, the London Gateway proposed rail freight terminal and improved pedestrian cycle links to London Gateway port should be included within the final Master Plan
- Sustrans stated the need to include the Thames Estuary Path in the final Master Plan drawings;
- Thurrock Council expressed concern for the inclusion of Green Belt sites and noted the need to integrate the Greengrid Strategy into the final Master Plan drawings;
- Thurrock Council Local Education Authority objected to the placement of a sixth form college in the East Thurrock area;
- London Gateway's planning consultants DPP objected to the proposed road link from their access road into the Stanhope Industrial Park due to the potential impact on the new Manorway/London Gateway junction; and
- Stanhope Industrial Park owners objected to the new road link as an option that would be too costly for them to implement;
- Icen Projects, planning consultants for the Williamson Farm area proposed developments, Stanford-le-Hope centre developments, Baryta Close, Gas Works (Green Belt site) and Manorway Green Belt sites submitted an array of responses including: revised proposed development for the Williamson Farm Green Belt area; general support for Stanford-le-Hope centre plans and recommended redevelopment of the Railway Tavern to ensure viability; and their desire to store surface water run-off from the Gas Works site on a site to the east (rather than on-site).

Figure 38 - Public Footpaths in the Master Plan Study Area



4. Landscape

The Master Plan provides a strategic understanding of East Thurrock's sensitive landscape. Building on the Greengrid Strategy, the following key landscape objectives have shaped both the landscape framework and the Master Plan as a whole.

Stanford-le-Hope and Corringham benefit from their setting in the Essex countryside, which informs their identity and character. The Master Plan proposals, therefore, are informed by an analysis of the landscape character of the area, in order to identify ways in which their relationship can be strengthened.

4.1 Greengrid strategy

As described by Thames Gateway South Essex Partnership (a partnership set up to facilitate building sustainable communities in the Thames Gateway South Essex area), the Greengrid strategy is a long-term project to develop a network of open spaces and green links throughout Thames Gateway South Essex. The Thames Gateway designation provides an exciting opportunity for regeneration in the area. A radically enhanced image for South Essex, a fresh perception and environmental improvement are essential to this process of change. The aim is to:

- Embrace diversity of wildlife habitats and landscapes in town and countryside;
- Connect new communities with existing neighbourhoods, the regenerated riverside, local attractions and the countryside, providing improved "access for all";

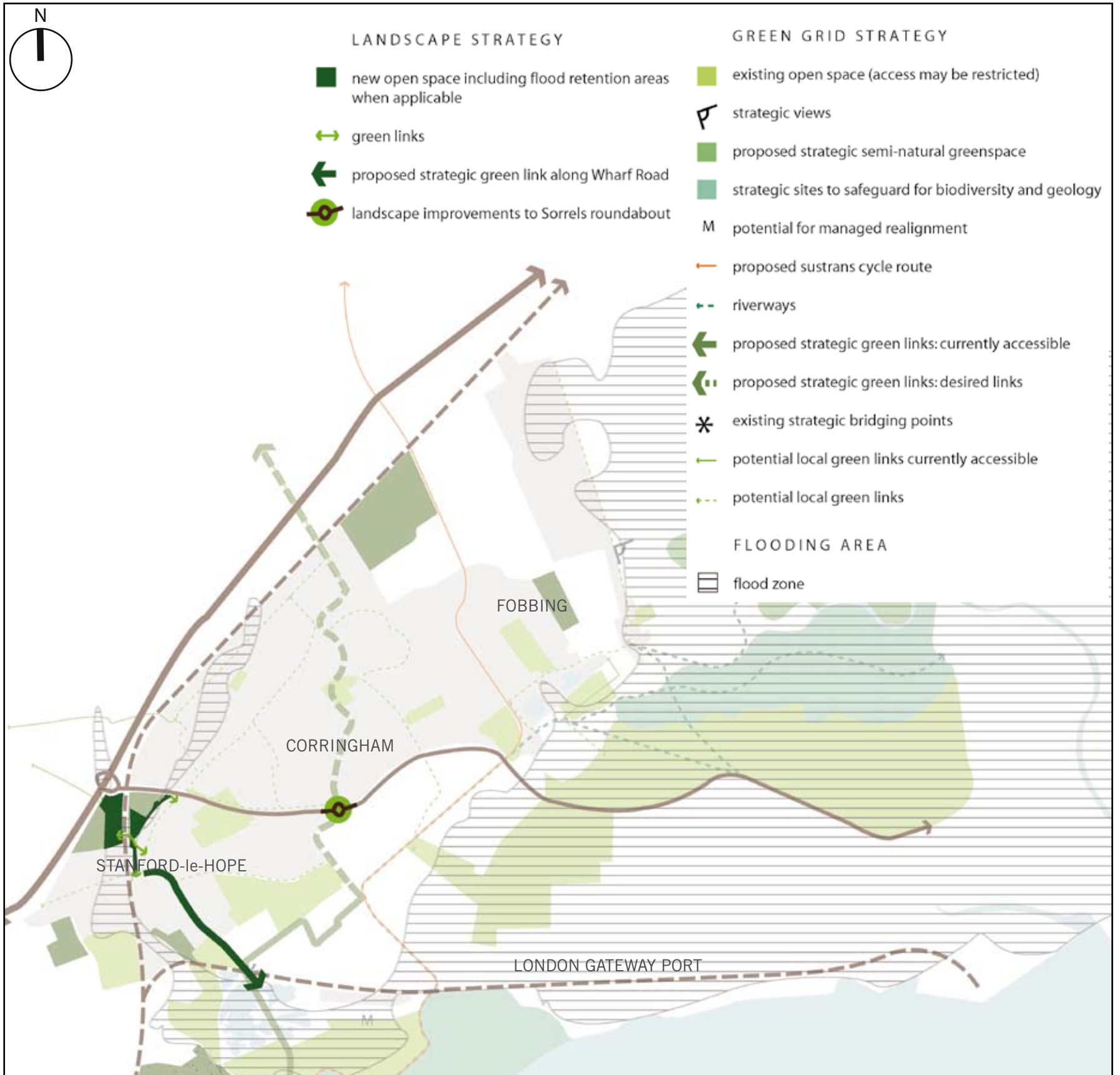
- Conserve and enhance existing green space and links;
- Create high quality new green space and links in areas of opportunity and need;
- Contribute to flood management, improved air and water quality and noise abatement;
- Create a sense of place through enhancement of landscape character and heritage;
- Enhance the image and confidence in South Essex as a quality place in which to live, work and invest;
- Engage all communities in the planning and management of the network;
- Plan and promote the network as part of a sustainable transport system; and
- Promote the network for recreation and tourism, education and healthy living.

4.2 Landscape objectives

The four key features of the landscape framework are:

- Least sensitive sites for development - sites on the urban fringe (see the East Thurrock Master Plan Baseline Analysis Report, August 2007) that could be developed without having a great effect on the landscape;
- Useable open space - opportunities for new spaces with youth playspace and pedestrian

Figure 39 - Landscape Strategy and Thurrock Greengrid



paths to be created at the urban fringe at key points in the Greengrid network which integrate with new development. The new development would provide overlooking and natural surveillance which help ensure that the open space is properly used;

- Strategic corridors and local landscape connections - key routes to establish green network links through and between settlements. These routes would be the focus for enhancement and local landscape connections; and
- Noise mitigation - use of landscaping to mitigate the noise generated by the Manorway, particularly following the London Gateway port developments.

Least sensitive sites for development

Two Green Belt sites have been proposed for development, (Manorway Green Belt site and land to the north of the former Gasworks, both to the north of Stanford-le-Hope centre) including one site for jobs (land to the north of the former Gasworks) and one site for homes (the Manorway Green Belt site). The jobs site would be accessed directly from the A13/Manorway western slip road, which would avoid lorry traffic travelling through the settlements, as has been the case with the Baryta Close jobs site.

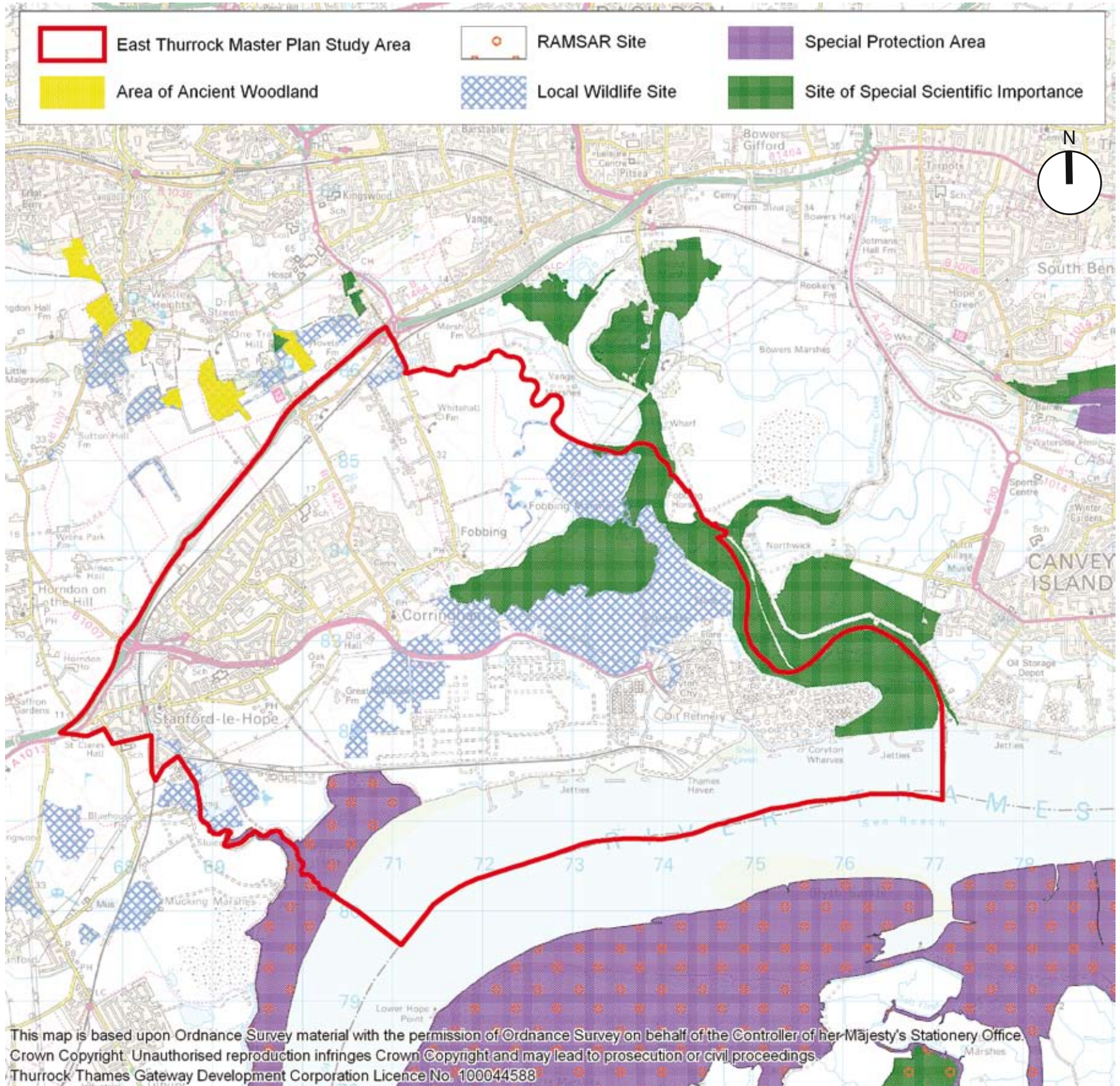
Both sites were recommended following a review of issues including:

- Landscape quality: sites were considered to

be low to medium quality on the basis of the landscape appraisal (complete landscape appraisal shown in the East Thurrock Master Plan Baseline Analysis Report, August 2007);

- Sensitivity to change: both sites were considered to be low sensitivity, where change would not have detrimental impact on the overall landscape within the East Thurrock Master Plan area (East Thurrock Master Plan Baseline Analysis Report, August 2007);
- Relationship to the Greengrid: the proposed sites would have low to low/medium impact on the aspirations of the Greengrid Strategy (East Thurrock Master Plan Baseline Analysis Report, August 2007);
- Walking distance to a shopping area: both sites are within 400 - 800 metres of Stanford-le-Hope centre;
- Walking distance to primary schools: the Manorway site is within 800 metres of a primary school;
- Road capacity: the proposed developments would add only 4% volume to the key network junctions in addition to the envisioned impacts of the London Gateway port (East Thurrock Master Plan Traffic Study, July 2008);
- Access to public transport: both sites are within 400-800 metres walking distance of

Figure 40 - Environmental Designations in the East Thurrock Master Plan Study Area



the centre along proposed cycle and walking routes; and

- Ability to secure a defensible Green Belt boundary: both sites are contained by the existing infrastructure of the Manorway, the A13/A1014 slip road and the railway line.

Usable open space

The Master Plan supports the development of two new open spaces which contribute to the Greengrid Strategy and integrates with the proposed development.

The Manorway site would retain approximately half of the site for new open space which would alleviate flood risk and would be usable open space for the surrounding community. This space would provide sport provision, such as 5-a-side football pitches, and playground space. The open space would offer a new path along the creek to the railway station.

The Gas Works Green Belt site would also retain approximately half of the existing open space for flood alleviation. This area, which is less accessible than the Manorway site, would incorporate footpaths.

Strategic corridors and local landscape connections

Wharf Road and the Thames Estuary Path have been identified as key strategic corridors and local landscape connections. Wharf Road connects Stanford-le-Hope centre with

the River Thames. The street has served as a well-used connection to the riverfront for both industrial and leisure purposes and was once lined with mature elm trees. There is an opportunity to restore this connection with the addition of a cycle lane, the replanting of street trees destroyed by Dutch Elm disease, flood mitigation and careful management of traffic. The Thames Estuary Path will also be promoted, and its pathway should be carefully adapted to the London Gateway port development.

Noise mitigation and air quality

The Manorway and the Sorrells roundabout should make use of a combination of bunds and dense tree planting to mitigate noise and maintain air quality. In particular, there would be space along the northern side of the Manorway to develop this kind of landscaping.

4.3 Landscape framework

The landscape framework for East Thurrock sets out key principles to apply across the Master Plan area, and to specific sites.

- Develop a mosaic of spaces and the links that cater for all ages;
- Ensure diverse range of activities can be catered for with diverse age groups;
- Promote and protect a range of habitats;
- Improve links between existing open spaces;
- Identify opportunities for new links;

Figure 41 - Existing open space in the East Thurrock Master Plan study area

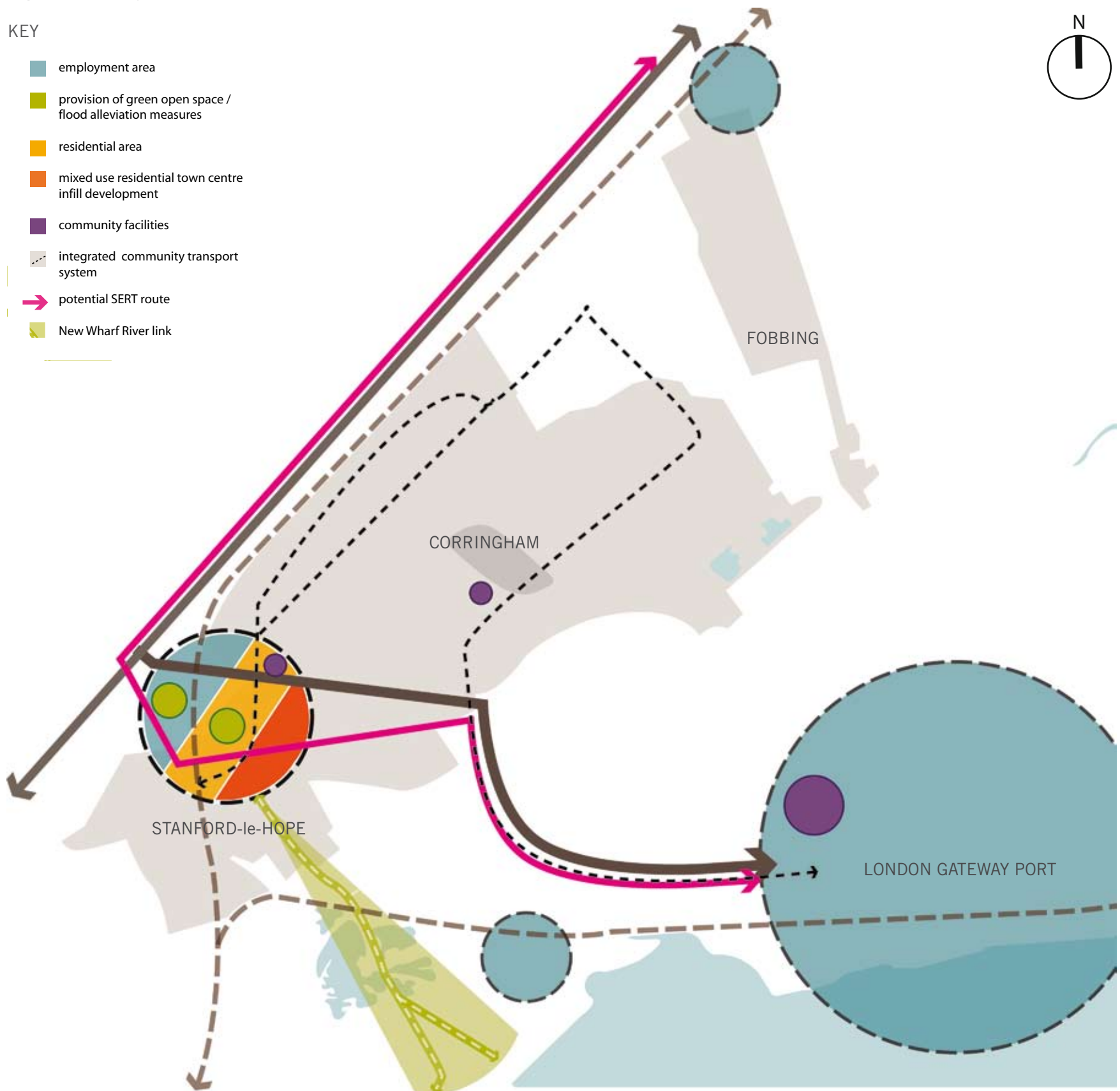
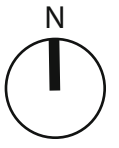


- Support recreational routes to, and along, the River Thames;
- Create ecological corridors which are continuous routes between habitats and along major routes; and
- Capitalise on site-specific opportunities, such as the creek walk.

Figure 42 - Key areas of focus

KEY

- employment area
- provision of green open space / flood alleviation measures
- residential area
- mixed use residential town centre infill development
- community facilities
- integrated community transport system
- potential SERT route
- New Wharf River link



5. Development Strategy

The development strategy has identified four major areas of focus for the Master Plan in order to achieve these strategic objectives.

5.1 Key areas of focus

The key areas of focus are shown on the diagrammatic plan on page 62 and are described below:

- **A revitalised Stanford-le-Hope centre** - The revitalisation of Stanford-le-Hope centre would involve the redevelopment of one large site including the Thurrock Council car park, buildings along the eastern side of King Street, and parts of the northern side of Church Hill. This proposed development would include a mid-sized supermarket (approximately 1,200-1,500 square metres), shops, approximately 100 new homes above the shops, car parking and new public space along King Street. The proposal also includes new public space at The Green.
- **Sustainable and enabling development to strengthen Stanford-le-Hope centre** - The changes to the centre would be supported by three new residential developments within close walking distance of the centre. The Manorway Green Belt site would provide approximately 180 homes and would enable new managed open space including youth sports provision and playground space and a new pedestrian and cycle route along the existing creek. The Baryta Close brownfield site would facilitate the relocation of the existing industrial employer onto the larger Gas Works Green Belt area. The site would

provide approximately 120 new homes and would re-incorporate the club on the other side of the creek. The railway station car park would be enlarged and the path along the creek would continue to London Road. In addition, space for a bus layby across from the railway station would be accommodated through a realignment of the existing pavement and the use of a small part of the site. Finally, the brownfield development at the end of Butts Road would provide an additional 57 homes.

- **New and improved jobs sites** - The Gas Works Green Belt site would house the employment uses relocated from the Baryta Close area. This site would use the western slip road to the A13/Manorway as site access. The site design allows a significant area for flood alleviation and provides a buffer between the employment use and the back gardens on Caldwell Road and Kingsman Road. In addition the Master Plan proposes improved utilisation of Stanhope Industrial Estate and the Essex and Suffolk Water site.

5.2 Development Principles

These general and site-specific principles are a starting point for quality design. All the assumptions may be questioned, provided that compelling reasons are given for doing so and that the underlying intentions are satisfied. They will be used as a tool for ongoing reference by the Development Corporation. The illustrative schemes provide guidance and are indicative.

Figure 43 - Proposals in Stanford-le-Hope (For Illustration Only)



‘Golden Rules’

- Four ‘Golden Rules’ underpin the development principles and should also underpin any planning applications within the framework area;
- Buildings should make a positive contribution to the appearance of the streets and public spaces; its character, hierarchy and scale;
- Buildings should relate positively to neighbouring structures to create a harmonious whole;
- Developments should not limit the future flexibility of neighbouring plots beyond the constraints already imposed; and
- Developments should strive for a high-degree of sustainability within the Code for Sustainable Homes (minimum level 3), and in terms of the social and economic contributions they make.

High quality design

The proposed developments within the East Thurrock Master Plan area should set a high standard of design which will provide a positive living environment for new residents, a strong complement to the existing built environment and will create a precedent for the future development of the area.

Active frontage and ground floor use

In order to animate the streets and public space, it is important to accommodate and encourage active frontage and ground floor uses. In the context of the centres, active frontage would include shopfronts to provide a lively and interesting street scene. In the context of residential developments, this would include frequent entrances to residential units and windows to ensure passive surveillance. There will be potential to develop home zones, which are broadly defined as residential streets that prioritise the needs of pedestrians.

Designing out crime

Active frontages and high quality public space will help to ensure that new developments are animated with the optimum level of surveillance. New development should have regard to Circular 5/94 ‘Designing out Crime’ and the police-led initiative ‘Secured by Design’ which provide best practice on security and design.

Urban enclosure

The public spaces, which include streets, greens and squares, should be strongly defined by the surrounding built edges. The groups of buildings which provide these edges should be designed, therefore, with respect to one another and the open space, forming a consistent and coherent facade rather than a collection of unrelated buildings.

Figure 44 - Illustrative View of the Master Plan Proposals





Figure 45 - Gas Works Field (As Existing)

Building heights

New development within East Thurrock should respect the existing character of the area. Current building heights in East Thurrock range from one to four storeys, with a few exceptions. The character of the settlements is not urban, and therefore high-rise development should be avoided.

5.3 Site-specific guidance

The site-specific guidance provides a framework for the redevelopment of the key areas of focus. All drawings are illustrative, and this section of the Master Plan creates indicative guidance for landowners and advisors for the encouraged distribution of activities and uses, the recommended linkages and road hierarchy and the most appropriate urban design character.

1. A revitalised Stanford-le-Hope centre

A significant comprehensive development of much of the centre, with new public space and an anchor supermarket, would facilitate a vibrant and well-used centre. The development area includes several landowners, including Thurrock Council, and a comprehensive development of the site will require significant coordination between landowners.

Site character

The centre, composed of frontage along King Street, High Street and Church Hill, is predominantly three-storey buildings with some two-storey buildings along the eastern

side of King Street. The ground floor uses include independent shops, pubs, take-aways, restaurants and estate agents with upper floor spaces including homes, small businesses and storage spaces. There is no significant public space within the centre, and the town is not thriving. King Street and the High Street are part of a one-way system, with two access/egress points to a free Thurrock Council car park in the heart of the triangular-shaped centre. There are several protected trees along Church Hill.

The 800 year-old St Margaret's Church on the south side of Church Hill is a significant landmark for the centre and the town. The greenery of its churchyard and the slope of Church Hill provide the town with a picturesque character. The Inn on the Green is a Listed Building of significant character, but it is currently flanked by a number of vacant buildings. A war monument stands on a traffic island opposite the Inn on the Green.

The centre is surrounded by dense, terraced streets, within a five-minute walk of the railway station and a five-minute drive of the A13. The centre is also within easy cycling and walking distance of the River Thames along Wharf Road.

Activities and uses

It is recommended that the centre be dramatically revitalised. The Master Plan proposes adding significant development along King Street, with some additional development along Church Hill. This will require the removal of existing buildings, including the shops on the

Figure 46 - Land Use Plan





Figure 47 - Stanford-le-Hope Centre (as Existing)

eastern side of King Street, the Railway Tavern and the Rising Sun Public House. The protected trees along Church Hill should not be removed.

The Master Plan proposes that the Thurrock Council car park is restructured and rationalised so that it does not dominate the centre.

The Master Plan proposes a new mid-sized supermarket (approximately 1,200 to 1,500 square metres) provide the centre with a new attractor. The supermarket would draw shoppers to the centre. New public space on King Street and in front of the Inn on the Green would also improve the environment, encouraging greater use of the centre's independent shops and restaurants.

The new and existing shops would be supported by approximately 100 new homes in the centre and the additional (approximate) 370 homes within walking distance. While the Master Plan's proposals encourages local residents to walk and cycle to the centre, it is understood that car parking will be important to the success of the centre. The Master Plan recommends that the car parking remain free, in order to compete with the surrounding centres. There should be a parking management strategy to reduce the number of rail commuters parking in the centre, which currently accounts for a large percentage of car park users. This could be accomplished by offering free parking for two hours with charging applying after this period, or through limiting the duration of stays.

The amount of car parking has been set at

approximately 120 spaces, with an approximate split of 70 spaces for shoppers and 50 for residents. This would create a reduction of about 30 spaces for shoppers from what is currently available in the car park. The Master Plan has proposed an increase of approximately 60 car park spaces at the railway station which would help accommodate rail commuters, and which could also be used outside of core commuting hours for other centre uses if an arrangement with the station car park owners, Network Rail, can be made.

Links and road hierarchy

The proposal for Stanford-le-Hope centre seeks to further enhance existing pedestrian links, such as the pedestrian route which extends from King Street to Victoria Road and Baryta Close. This route would take on new significance with the development of new homes at Baryta Close and at the Manorway site. The route would terminate across King Street from a new public space. There will also be a very clear route through the centre and the car park to the stairs leading up to the north side of Church Hill.

Additionally, the Master Plan proposes the closure of the part of The Green across from The Inn on the Green to traffic. This would allow new public space to join the war monument and The Inn on the Green, creating an important new place for what was historically the centre of the town. This would join the existing wide pavements north of the corner of Corringham Road and would provide an important gateway at the top of Wharf Road. Minimal changes

Figure 48 - Urban Design and Legibility Analysis of the Master Plan Area



would need to be made to the road system to allow vehicles to turn both right and left onto Church Hill from the other part of The Green.

The proposal also facilitates the servicing of the proposed new supermarket from the rear.

Urban design

Particular key urban design features have been emphasised in the framework drawing, including:

- Perimeter blocks structure: the new development in the centre works to achieve continuous active frontages along King Street and the new public space;
- Significant public space: the Master Plan provides two public squares which are well-overlooked; and
- Legibility: building heights of four storeys, generally one storey higher than the existing centre buildings. There is a potential to rise up to five storeys at the corner of King Street and London Road, creating a clear gateway building visible from the rail station. The protected trees along Church Hill would remain, allowing Church Hill to retain its picturesque quality.

Sustainability

All planned development would be expected to produce the following plans:

- Global Remediation Strategies (GRS), designed to improve land affected by contamination. The GRS should establish the site-wide principles and technical procedures for taking forward Site Specific Remediation Strategies for the development and improvement of land quality for human health and the wider environment;
- Surface water management strategy/plan;
- Sustainable drainage strategy;
- Identification of suitable locations for surface water conveyance and flood storage areas (public open spaces and green spaces);
- Water harvesting and water recycling systems as part of the overall drainage and water management strategy;
- Water cycle strategy; and
- Building should be to a high level of the Code for Sustainable Homes.

2. Sustainable and enabling development to strengthen Stanford-le-Hope centre

The Master Plan has recommended three sites adjacent to Stanford-le-Hope centre for the development of new homes. The Manorway site is a Green Belt land and the Butts Road Gas Works site and Baryta Close site are brownfield land. The Baryta Close site includes the western side of Hassenbrook Creek to the railway line and would encourage the multiple landowners

Figure 49 - Illustrative View of the Master Plan Proposals (Stanford-le-Hope Centre)



to work together to provide open space, a creek walkway and railway station car parking in addition to the development of new homes.

This proposal follows a detailed landscape appraisal and, in the context of careful consideration of the location of the site in close proximity to Stanford-le-Hope centre, railway station, schools and health facilities. There is also a direct funding relationship between the release of the Manorway site for development and a range of open space improvements, including youth sport provision and playground space. In addition, the East Thurrock primary schools are undersubscribed (over 20%), and the additional development will assist the case for the retention of these schools by providing more school places.

Site character

The brownfield sites identified for new homes are both within very close proximity to the railway station and the centre. The Baryta Close site draws lorry traffic into both the centre and nearby residential areas, highlighting the incompatibility of the location with active industrial uses. The Butts Road Gas Works site is closed, but the remains of the Gas Works create a visual blight on the Butts Road neighbourhood.

The triangular Manorway site is bounded by the railway line to the west, the Manorway to the north and Hassenbrook Creek and Victoria Road back gardens to the east. The area can currently be accessed by foot off of the

Southend Road/Victoria Road roundabout. The Green Belt site is not maintained and, according to consultation responses, is occasionally used by dogwalkers or youths on motorbikes. The landscape appraisal determined the land to be of low-medium value. There are no significant trees or hedgerows on the site.

Activities and uses

It is recommended that the three sites be used for the development of new homes.

Careful planning will enable the Manorway site to provide for primarily two-storey homes with private back gardens in keeping with the predominant housing typology of the area. The density of the developed area of the site should be kept at medium densities, providing approximately 180 homes. A target of 35% affordable homes would be included.

Appropriate design would require over 50% of the site to be kept as open space for flood alleviation. This open space would provide youth sport provision, playground space and a path along the creek. The development would finance these requirements and their maintenance.

The brownfield sites are proposed to be a mixture of flats and houses based on their very close proximity to the railway station. The Butts Road site would provide private back gardens, in keeping with the street's typology. This proposal assumes that the club currently on the corner of London Road and Victoria Road would be re-incorporated into the site, pending discussions

Figure 50 - Illustrative of the Butts Road Gas Works Site



between the landowners. The western side of the creek is proposed to be additional railway station car parking, including up to 60 more parking spaces, open space to alleviate flooding, and a walkway along the creek.

Links and road hierarchy

The vehicular access points into the three proposed sites for new homes would be from existing roads. The Baryta Close site would be accessed from Victoria Road. This access road would link with the existing pedestrian route that connects to the centre. Car parking would be both on-street in front of homes and behind the new buildings. The Butts Road Gas Works site would extend Butts Road into the new site. The Manorway site would be accessed with a new link road off of the Victoria Road/Southend Road roundabout.

Within the Manorway site, the roads would be 'home zones'. Home zones would prioritise pedestrians and reduce car speeds. Car parking would be primarily on-site in front of houses with street widths that accommodate on-street parking.

The Manorway site would also develop a significant new pedestrian and cycle route across the open space along the creek to London Road and the railway station. This route could form an important extension of the supported Southend Road cycle route, and it would allow cyclists to bypass the centre roads when travelling to the railway station.

The Baryta Close site would be configured in such a way that a bus layby could be incorporated into the roadway. This would allow buses to pull in at the bus stop to avoid the queueing of traffic at the level crossing on London Road.

Urban design

Particular key urban design features have been emphasised in the framework drawing, including:

- Perimeter blocks: homes within the Manorway site have been arranged into blocks that provide overlooking onto the streets and easy road circulation;
- Significant open space: the framework includes new open space that would be usable by the new homes and surrounding existing community alike. This space would be well-overlooked playspace and walkways; and
- Private garden space: the emphasis on family homes in the Manorway site would facilitate private backgardens that provide continuity with most of Stanford-le-Hope's existing housing stock.

Sustainability

- Global Remediation Strategies (GRS), designed to improve land affected by contamination. The GRS should establish the site-wide principles and technical procedures for taking forward Site Specific

Figure 51 - Illustrative view of the Manorway Green Belt site



Remediation Strategies for the development and improvement of land quality for human health and the wider environment;

- Surface water management strategy/plan;
- Sustainable drainage strategy;
- Identification of suitable locations for surface water conveyance and flood storage areas (public open spaces and green spaces). In the case of the Manorway site, over 50% of the site will be left as open space in order to comply with the Environment Agency's flood zone mapping. New open space is also provided within the Baryta Close site;
- Water harvesting and water recycling systems as part of the overall drainage and water management strategy;
- Water cycle strategy;
- Building should be to a high level of the Code for Sustainable Homes; and
- Flood risk sequential tests according to PPS25 have been carried out for each of these three sites, which are available as a separate report.

3. New jobs sites

Beyond the London Gateway port, approved before the Master Plan commenced, the Master Plan sets out one new site for jobs and two improved jobs sites. The two existing sites,

Stanhope Industrial Estate and the Essex and Suffolk Water site, are existing brownfield areas which would be better utilised. The new site is referred to as the Gas Works Green Belt site and has been identified as a potential employment site for the businesses to be relocated from Baryta Close.

Site character

The Gas Works Green Belt site has been selected as an appropriate site due to the ease of access to the site and the peripheral nature of the land. The landscape appraisal confirmed low ecological value on the land and determined a low level of impact on the overall open space network were it to be developed. The site is bounded by a slip road to the west, the railway to the east and back gardens to the south.

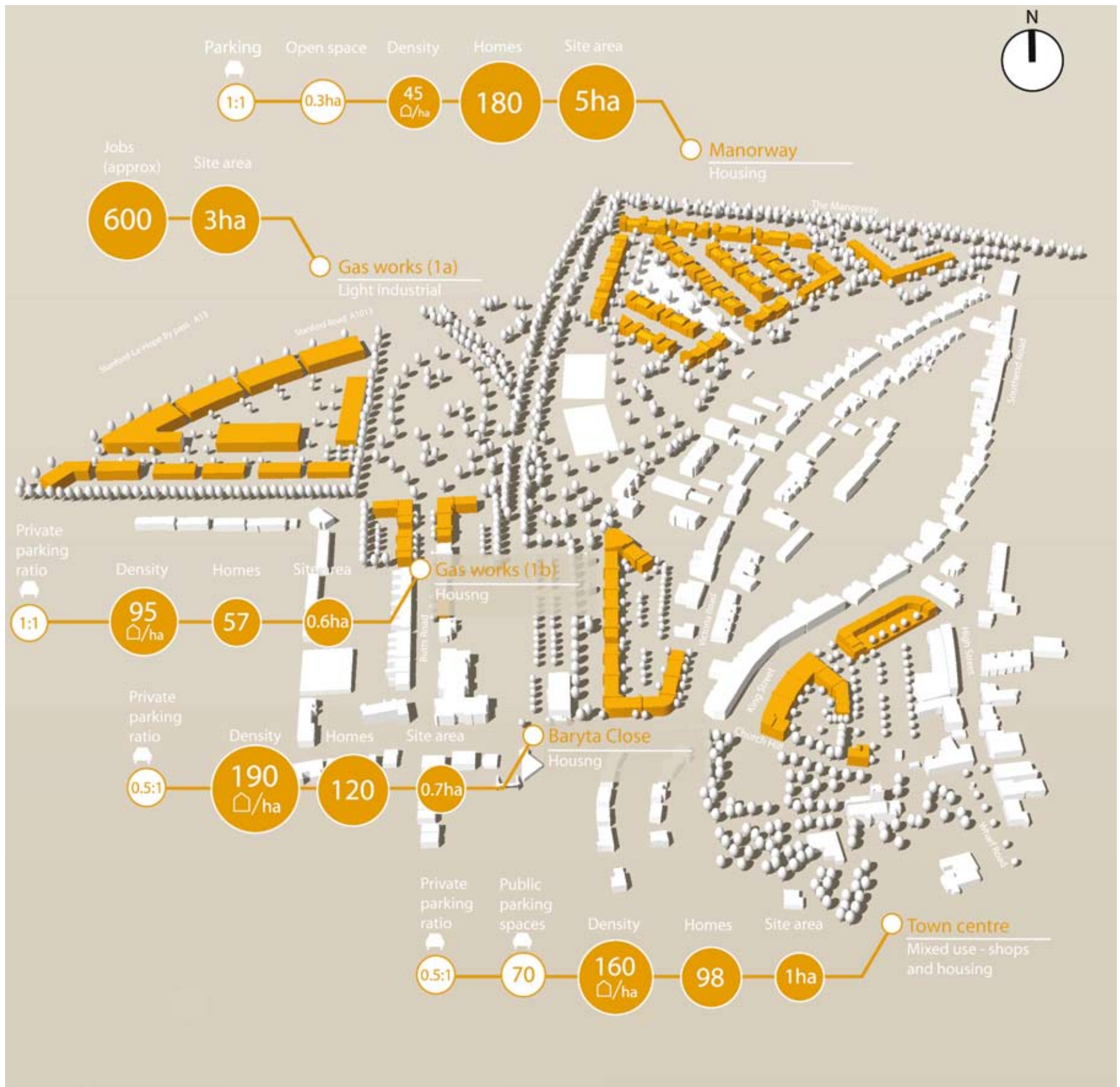
The Essex and Suffolk Water site has some ecologically sensitive land within the area which will need to be protected.

Activities and uses

The relocation of the Baryta Close industry would keep high quality skilled manufacturing jobs within the area. This site is also required to provide a significant amount of open space to allow for flood alleviation, and this open space may also support pedestrian routes.

Stanhope Industrial Estate could serve as a site for light industrial uses and commercial uses. The Estate is accessed along Wharf Road, a narrow road with on-street parking for the homes

Figure 52 - East Thurrock Master Plan Key Figures



fronting the road, which connects to the River Thames. Due to the road's sensitive nature, any proposed use which would encourage retail traffic or lorry movements will be discouraged.

Links and road hierarchy

The location of the Gas Works Green Belt site is within easy proximity of the A13 and will allow lorry movements to come into the site without causing congestion in the centre. The Stanhope Industrial Estate requires access from Wharf Road which is also a residential street and a distributor for several terraced streets. While earlier Options considered a link road into Stanhope Industrial Estate from the London Gateway port new access road, that proposed access road has been considered not to be viable. As a result, Wharf Road will need to be carefully managed, including close scrutiny of the kinds of employment uses proposed.

Urban design

Particular key urban design features have been emphasised in the framework drawing, including:

- Gateway features: the Gas Works Green Belt site is an important gateway to East Thurrock and is highly visible from the A13/Manorway junction, and therefore, it is important that the site is designed with care and with this vantage point in mind; and
- Green buffers: the employment sites should have well-developed planting as

a buffer between its boundaries and the roads. In particular, the southern boundary of the Gas Works Green Belt site, which backs onto Caldwell Road and Kingsman Road, requires a significant buffer.

Sustainability











All planned development would be expected to produce the following plans:

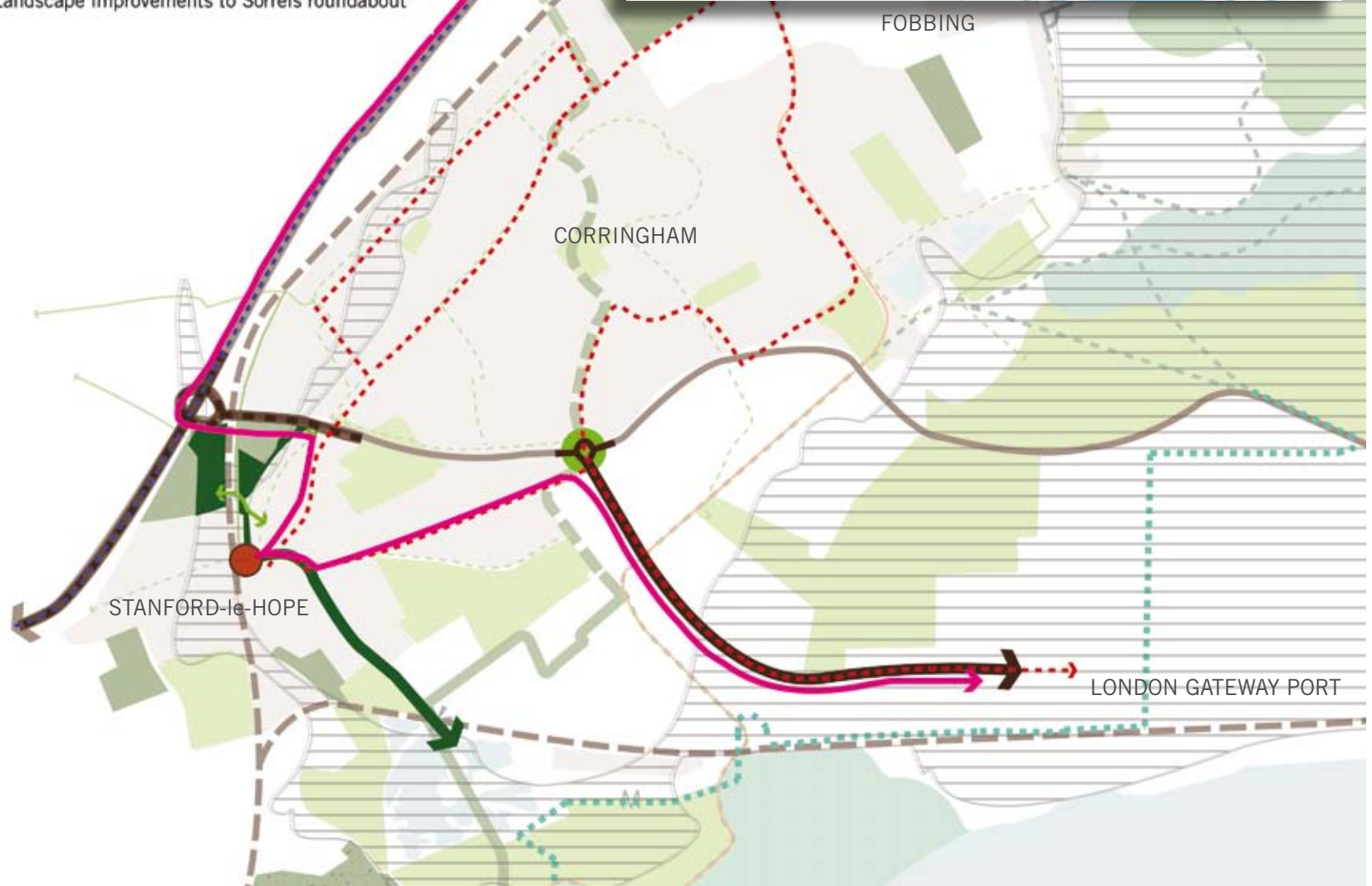
- Global Remediation Strategies (GRS), designed to improve land affected by contamination. The GRS should establish the site-wide principles and technical procedures for taking forward Site Specific Remediation Strategies for the development and improvement of land quality for human health and the wider environment; and
- Surface water management strategy/plan;

Sustainable drainage strategy;

- Identification of suitable locations for surface water conveyance and flood storage areas (public open spaces and green spaces). In the case of the Gas Works Green Belt site, in excess of 50% of the site has been left as open space in order to comply with the Environment Agency's flood zone mapping;
- Water harvesting and water recycling systems as part of the overall drainage and water management strategy;
- Water cycle strategy;

Figure 53 - East Thurrock Master Plan Transport Strategy

-  Improvement to the Manorway
-  New access to London Gateway and Stanhope Industrial Estate
-  New integrated community transport system
-  Improved railway facilities with new bus layby and extended car parking
-  Potential SERT route
-  Thames Estuary Path
-  Proposed Sustrans cycle route
-  Green links
-  Proposed strategic green links along Wharf Road
-  Landscape improvements to Sorrels roundabout



- Building should be to a high level of sustainable design; and
- A sequential test according to PPS25 has been undertaken for the Gas Works Green Belt site and can be found in the East Thurrock Master Plan PPS25 Sequential Test Report.

5.4 Access and connection

The Master Plan's key objectives with regard to access and connection include:

- Modal shift from cars to buses, rail and cycling;
- Amend bus routes to serve residential communities and provide bus laybys adjacent to Stanford-le-Hope railway station;
- Promoting green cycle and pedestrian links;
- Support for the transport enhancements required as part of the London Gateway port development;
- Support of the South Essex Rapid Transit (SERT) through Stanford-le-Hope; and
- Improving station car parking to encourage sustainable commuting.

Creating a modal shift

The residential developments proposed are all located within walking distance of Stanford-le-Hope railway station. This should reduce the typical reliance on car transport and creates

higher population densities around the railway station.

Bus routes

The existing bus services currently running along Southend Road to the east of Stanford-le-Hope will alternate their routes to serve the Homesteads area. The altered bus route would travel along Milton Road and Branscombe Avenue. The routing of buses through this area was requested in numerous consultation responses at Options and Preferred Options stage.

In addition to this, new bus laybys along London Road adjacent to the railway station are proposed, to reduce traffic congestion that currently occurs due to buses stopping the flow of traffic when picking up passengers by the level crossing.

Cycle routes

The Master Plan incorporates the proposed SUSTRANs cycle route, with new and improved links around Stanford-le-Hope connecting to the River Thames.

Pedestrian links

Links to the Thames Estuary path are promoted in the Master Plan, An improved green link along Wharf Road to the south of Stanford-le-Hope centre is proposed, which will link River Thames and surrounding marshlands, which are protected for their ecological value.

Figure 54 - East Thurrock Master Plan child yield from proposed housing development and existing school capacity

School	*Net Capacity	February 2008 Roll	Spare/Deficit Places		** Masterplan projected child yield	Projected places (+/-)	Percentage of capacity
			Places(+ /-)	%			
Secondary Schools							
Gable Hall	1235	1212	23	1.9			
Hassenbrook	811	786	25	3.1			
St Clere's	998	1011	-13	-1.3			
Total	3044	3009	35	1.1	59	-24	-0.8%
Primary Schools							
Abbots Hall Primary	420	285	135	32.1			
Arthur Bugler Infants	210	143	67	31.9			
Arthur Buglar Junior	248	230	18	7.3			
Corringham Primary	480	412	68	14.2			
Giffards Primary	636	469	167	26.3			
Graham James Primary	210	209	1	0.5			
St Josephs Primary ***	270	272	-2	-0.7			
Stanford-le-Hope Primary ***	627	392	235	37.5			
Total	3101	2412	689	22.2	116	573	18%

* Capacity figures were obtained from the *Thurrock Council School Organisation Plan, 2003-2008*

** The DMAG child yield formulas was utilised with 35% affordable assumed for all sites and a mix of typologies for private and affordable homes.

*** Primary schools located closest to centre of Stanford-le-Hope



Figure 55 - Corringham Primary School

London Gateway port

A number of improvements to the local road network are proposed in association with the development of the London Gateway port. The improvements are set out in full in section 2.4.

South Essex Rapid Transit (SERT)

The Master Plan supports the routing of the SERT system around the centre of Stanford-le-Hope, as this will improve the public transport links to the wider Thurrock area. Improved public transport will be particularly important in light of the number of new jobs associated with London Gateway port.

Station car parking

The addition of 60 car parking spaces to the railway station car park at Stanford-le-Hope will encourage the use of public transport for commuting to work.

5.5 Social infrastructure

Public consultation highlighted that there was a concern about the provision of adequate social infrastructure in the Master Plan area. The Master Plan seeks to meet any future demand for school places and healthcare arising from the housing developments proposed.

Health services

The following improvements to health services within the Master Plan area are proposed in South Essex Primary Care Trust's Estates Strategy (2008):

- The expansion of the existing Hassengate Medical Centre
- New health centre at The Sorrells, on the site of Graham James Infant School

School provision

The primary schools in East Thurrock are currently significantly under capacity, therefore potentially threatening the sustainability of some of the under-subscribed schools. In particular Stanford-le-Hope Primary School, which is close to the proposed new housing in Stanford-le-Hope centre, is shown to be almost 40% undersubscribed.

Secondary schools in the Master Plan area appear to have little capacity for new pupils. Gable Hall School is performing well, and has been selected as the location for a new Sixth Form centre to serve the three secondary schools in the locality.

The impact of the Master Plan on these school places has been assessed through estimating the potential child yield from the proposed developments. This was undertaken using the DMAG Briefing Paper (2005), utilising data from the Oxfordshire and Wandsworth areas. The approach calculates potential child yields from the number of 1, 2, 3 or 4 bedroom units. The split of 1, 2, 3 and 4 bedroom units has been weighted towards family housing (3+ bedrooms) at the Manorway Green Belt site and smaller flats in the proposals closer to the centre of Stanford-le-Hope.

Figure 56 - Open Space and Recreation Space



The calculations take into account the different potential child yields from affordable housing and private housing, and the split of 1, 2, 3 and 4 bedroom units on most sites (except the Manorway Green Belt site) was taken from the recommended split in the South Essex Strategic Housing Market Assessment (November 2008).

The figures on the previous page highlight that with the housing development proposed in the Master Plan the percent of primary school capacity overall is reduced by 4%. The proposed new housing will therefore help to improve the sustainability of local primary schools, particularly those closest to the centre of Stanford-le-Hope where the new housing is focussed.

In terms of secondary school capacity, the Master Plan proposals are likely to result in an overall small shortfall of approximately 25 places. This level of requirement is likely to be able to be absorbed into the existing secondary schools, all of which proposed to be refurbished/rebuilt through the Building Schools for the Future (BSF) programme if Thurrock Council secure this funding.

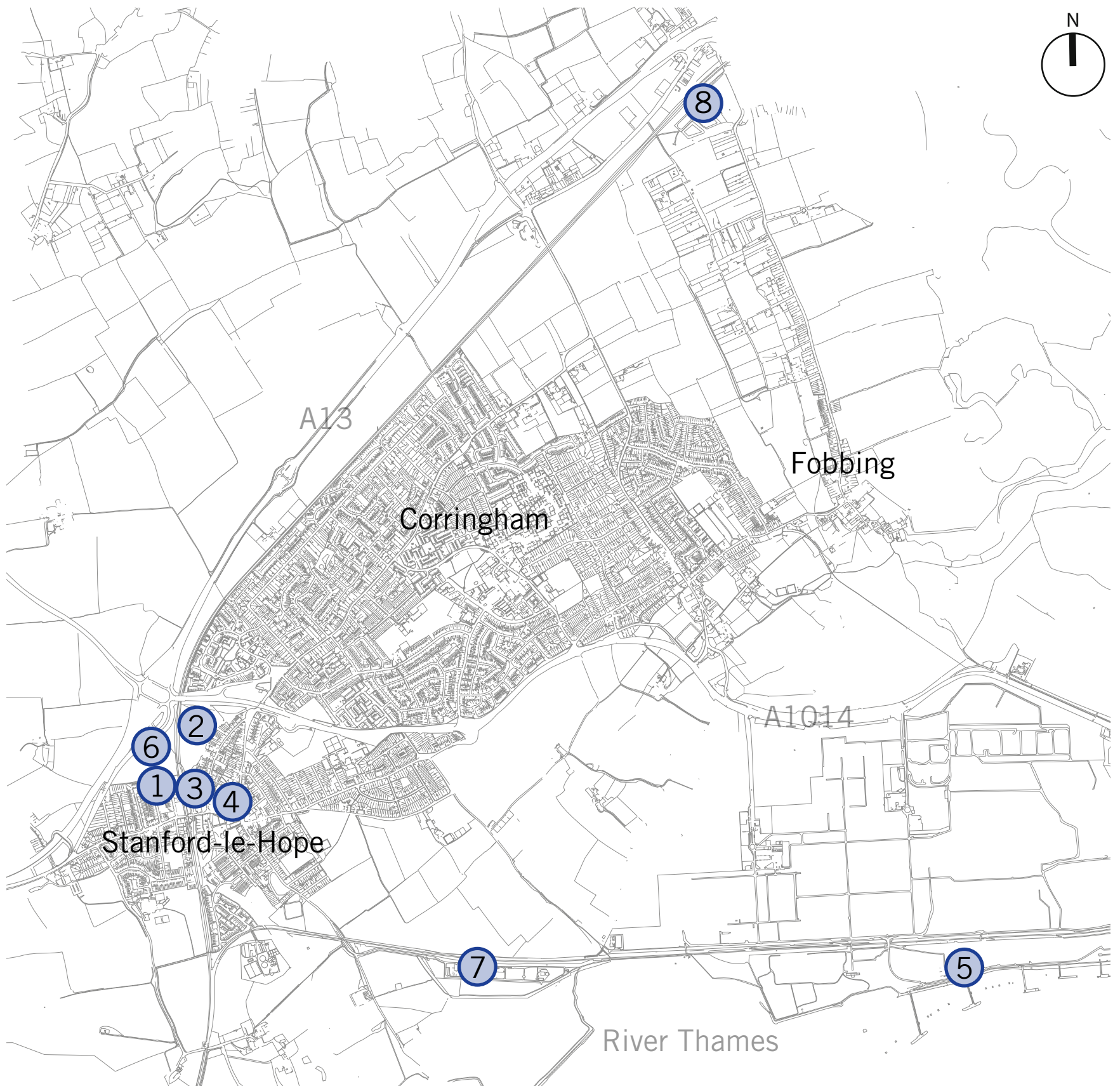
In addition, Thurrock Council's draft School Strategy (2009 - 2020) indicates that there will be a smaller surplus of primary school places in the East Thurrock area by 2020 (a surplus of approximately 275 places) and also a surplus of secondary school places of 290 in 2020.

Open space, leisure and youth facilities

New sports facilities are proposed within the Manorway Green Belt site, comprising two five-a-side football pitches and a playground. The area adjacent to the Manorway site will also be open to the public and attractively landscaped.

In addition to this, new landscaped open space is proposed at the top of Butts Road. This area will be designed to encourage natural wildlife and includes ponds which will foster this, and will also assist in flood attenuation.

Figure 57 - East Thurrock Master Plan Proposals Plan



6. Schedule of Areas (Indicative only as of March 2009)

Total Additional Area				
	Development Site	Proposed Development	Number of new homes (Approx)	Number of new jobs (Approx)
1	Butts Avenue (Gas Works Site)	Residential development	57	
2	Manorway Site	Residential development	180	
3	Baryta Close	Residential development	120	
4	Stanford-le-Hope centre	Mixed use development	98	
5	London Gateway Port	Port related activity		11,500
6	Gas Works Site	Employment site		600
7	Stanhope Industrial Estate	Employment site		Not yet known
8	Essex and Suffolk Water	Employment site		Not yet known
			455 approx	12,100 approx.

Please note: Figures provided above are approximations and, therefore, are indicative only and may change following the consideration of a planning application and consideration of detailed design. Sites will be considered at a more detailed level as part of the design briefs. Any planning application received by the Development Corporation will be subject to further consultation and will be made available online to view at www.thurrocktgdgc.org.uk.

Figure 58 - Corringham Market



7. Delivery

Delivering the proposals in the East Thurrock Master Plan is a long term process. The development process can take a number of years to complete, and in the current economic climate, this process may be further slowed.

7.1 Action plan, phasing and financial viability

The delivery of the proposals in this Master Plan will require investor confidence in the area and stimulation of the market. The Development Corporation has involved landowners and potential developers in the Master Plan consultation process, and believes that some of the proposals have the potential to come forward quickly as there are already interested parties in place. In order to implement the Master Plan the following will be required:

- Active commitment to the implementation of the Master Plan;
- Continued investment in marketing and economic strategies to promote East Thurrock to potential investors, developers and occupiers; and
- Key stakeholders (land owners, the public sector, investors and developers) working together so that proposals can be brought forward more quickly.

Delivery of the projects

An appraisal of the implementation of the proposals identified in the Master Plan is set out in this section. This provides commentary

on relevant delivery issues such as land ownership, next steps, timescales and where appropriate, phasing. The commentary is based on knowledge of the property market, with the knowledge of the property consultants working on this Master Plan.

The delivery of projects will initially require planning applications to be submitted for approval. If the applications are successful it is likely that appropriate Section 106 contributions and contributions to the Community Infrastructure Levy (CIL), once the CIL is formally introduced, will be required.

Timescales have been defined in the following manner:

- Short-term: 0-3 years
- Medium-term: 4-8 years
- Long-term: 9-12 years

The commentary is provided on a site by site basis below.

Stanford-le-Hope centre

Proposal overview

Proposals for approximately 100 new flats in the centre of Stanford-le-Hope as part of a comprehensive mixed use development comprising new shops, public space and a new mid-sized supermarket. The proposals are in the heart of the existing centre, and

would be on the site of the existing public car park and buildings along King Street and on the site of the Railway Tavern at the corner of King Street and Church Hill.

Ownership issues

The site has several landowners including Thurrock Council, and a comprehensive development would require significant coordination between landowners.

Comments

The development of new shops and homes in the centre of Stanford-le-Hope has the potential to revitalise the High Street and shops and Stanford-le-Hope in general. New shops will encourage residents who currently travel to other nearby centres, to shop locally, thereby creating more sustainable shopping patterns.

The proposed supermarket and residential uses will be the value-generating elements of the proposals. Mixed use schemes such as this are usually viable, however there are likely to be significant costs associated with the acquisition of existing shops and buildings which will need to be borne by the development. Servicing can be undertaken from the rear of the parade of shops to the north of the site, which includes the supermarket. This will improve the ability to let the supermarket in particular, thus overall viability of the scheme.

Parking provision for the new residential units will be 0.5 per a new home. This is a relatively

low amount of parking, however given the central location and proximity to the railway station this is felt to be appropriate. There will be approximately 60 spaces for public use, which represents a loss of approximately 40 public parking spaces. There may, however, be scope to make arrangements with Network Rail to use the railway station car park outside of core commuting hours, for free public parking, or potentially Thurrock Council could purchase and run the railway station car park itself ensure adequate parking supply.

Next steps

- Identification of, and discussions with owners of the shop units and other buildings on the site;
- Discussions with potential developers and retailers;
- Discussion of a potential of sharing car parking in the railway station car park with Thurrock Council and Network Rail; and
- Financial testing of proposals in more detail to check viability and assess likely S106 contributions.

Timescale

Short to medium term



Figure 59 - Baryta Close (as Existing)

Baryta Close area

Proposal overview

Mixed use development of approximately 120 residential units, reprovision of existing Working Men's Club and offices, reprovision of railway car parking, flood alleviation and landscaping on former motor components and window fabrication sites and railway station car park.

Ownership issues

The site has a few landowners including Network Rail and existing industrial users (motor components and window manufacturing) and a comprehensive development would require significant coordination between landowners.

Comments

The redevelopment of this site offers the opportunity to make best use of this underutilised town centre site. The motor components use would be more appropriate in a location away from the town centre, reducing the number of heavy goods vehicles travelling into the centre of Stanford-le-Hope. It is proposed that the existing industrial uses be relocated onto the former Gasworks Green Belt site, where there is easy access to the A13 and minimal disruption to residential areas.

However, the development will be dependent upon the relocation and other potential costs. Costs that will need to be considered are those associated with any flood alleviation

works, public realm improvements, providing public car parking, reprovision of the Working Mens Club and landscaping.

The reprovision of an increased capacity railway station car park is also proposed as part of the scheme. As Network Rail own and operate the car park they would need to agree to the proposition. There is potential for the car park to be shared use, with the Working Men's Club and/or public use outside of core commuting hours, which would need agreement from Network Rail. Alternatively, Thurrock Council could arrange to purchase the car park in order to secure additional town centre car parking.

Next steps

Continued discussions with owners of the industrial units and other buildings on the site.

Discussions with potential developers;

Discussion regarding the potential to expand the railway station car park with Thurrock Council and Network Rail; and

Financial testing of proposals in more detail to check viability and assess likely S106 contributions.

Timescale

Medium to long term

Gasworks brownfield site (Butts Road)

Proposal overview

Residential development of 57 units (mostly flats) on a former gasworks site.

Ownership issues

Based on initial consultation the gasworks site appears to be in single ownership.

Comments

The development of the former gasworks site for housing will complement the existing housing along Butts Road, and provide overlooking to the new public open space to the north.

However, as the site was formerly in use as gasworks the land is likely to be contaminated, therefore will have associated remediation costs.

Next steps

- Continued discussions with owner of the site;
- Discussions with potential developers;
- Detailed assessment of the extent of land contamination and identify potential remediation methods;
- Refinement of flood alleviation measures through discussions with the Environment Agency; and

- Financial testing of proposals in more detail to check viability and assess likely S106 contributions.

Timescale

Short to medium term

Manorway Green Belt site

Proposal overview

Residential development of 188 units (mostly 3 bedroom houses), open space flood alleviation, two five-a-side football pitches and a local playground.

Ownership issues

Based on initial consultation, the site appears to be in single ownership.

Comments

Residential development on this site which is close to the centre of Stanford-le-Hope will assist in improving its viability and with the viability of the proposals set out in this Master Plan for the new town centre shops. As the development is proposed on Green Belt land, costs of acquisition and development are likely to be lower than usual. However the costs of providing the two five-a-side football pitches, playground, landscaping and flood alleviation measures will need to be borne by the development. The long term management of the five-a-side pitches, open spaces and

flood alleviation may also need to be borne by the developer through S106 arrangements. Thurrock Council could potentially take on the management of these if additional funding from the developer is secured and if the open space is provided to satisfactory standards.

Access to the site will need to be carefully examined, given the reliance on one access/ egress into the site.

Next steps

- Continued discussions with owner of the site;
- Discussions with potential developers;
- Refinement of flood alleviation measures through discussions with the Environment Agency;
- Discussion of the potential long term management of the five-a-side pitches and open spaces with Thurrock Council; and
- Financial testing of proposals in more detail to check viability and assess likely S106 contributions.

Timescale

Short to medium term

Former Gasworks Green Belt site

Proposal overview

New light industrial uses, and reprovided industrial uses from Baryta Close, open space and flood alleviation measures on Green Belt land.

Ownership issues

Based on initial consultation the site appears to be in single ownership.

Comments

The site is proposed for the expansion of relocated industries from Baryta Close due to the excellent road transport links and almost direct access to the A13. The relocation of the industries from Baryta Close will reduce the volume of heavy goods vehicles in the centre of Stanford-le-Hope and allow for more suitable uses in this central location. The new industrial buildings will be sited with an appropriate buffer strip from the rear of properties along Kingsman Road.

As the site is Green Belt the costs associated with demolition and site clearance do not apply, however there are likely to be greater costs associated with bringing statutory services (water and electricity etc) and creating an access to the site.

Open space and flood alleviation measures are proposed on the other half of this

Figure 60 - St Margaret's Church, Stanford-le-Hope



site. Contributions towards the long term management of these may be required as part of a S106 agreement with Thurrock Council or alternatively the developer could agree to take on the management role itself.

Next steps

- Continued discussions with the owner of the site;
- Discussions with potential developers;
- Refinement of flood alleviation measures through discussions with the Environment Agency;
- Discussion of the potential long term management of the open spaces with Thurrock Council; and
- Financial testing of proposals in more detail to check viability and assess likely S106 contributions.

Timescale

Short to medium term

Supporting Documents

East Thurrock Master Plan Baseline Analysis Report, (August 2007) *Urban Practitioners, Colin Buchanan, Donaldsons, Halcrow, Thurrock Thames Gateway Development Corporation*

East Thurrock Master Plan Options, (December 2007) *Urban Practitioners, Thurrock Thames Gateway Development Corporation*

East Thurrock Master Plan Preferred Options (September 2008) *Urban Practitioners, Thurrock Thames Gateway Development Corporation*

East Thurrock Master Plan Options Consultation Report (March 2008) *Thurrock Thames Gateway Development Corporation*

East Thurrock Master Plan Preferred Options Consultation Report (December 2008) *Thurrock Thames Gateway Development Corporation*

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