

Thurrock: An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

Local Development Plan Task Force

The meeting will be held at 7.00 pm on 2 November 2020

Due to government guidance on social-distancing and COVID-19 virus the Local Development Plan Task Force on 2 November 2020 will be held virtually online. The press and public will be able to watch the meeting live online at the following link: www.thurrock.gov.uk/webcast

Membership:

Councillors Joycelyn Redsell (Chair), Martin Kerin (Vice-Chair), Alex Anderson, Andrew Jefferies, Gerard Rice and Luke Spillman

Substitutes:

Councillors

Agenda

Open to Public and Press

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Queries regarding this Agenda or notification of apologies:

Please contact Wendy Le, Democratic Services Officer by sending an email to direct.democracy@thurrock.gov.uk

Agenda published on: **26 October 2020**

Information for members of the public and councillors

Access to Information and Meetings

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Members of the public have the right to see the agenda, which will be published no later than 5 working days before the meeting, and minutes once they are published.

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- You should connect to TBC-CIVIC
- Enter the password **Thurrock** to connect to/join the Wi-Fi network.
- A Terms & Conditions page should appear and you have to accept these before you can begin using Wi-Fi. Some devices require you to access your browser to bring up the Terms & Conditions page, which you must accept.

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- **relate to; or**
- **likely to affect**

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

What is a Non-Pecuniary interest? – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

- **Not participate or participate further in any discussion of the matter at a meeting;**
- **Not participate in any vote or further vote taken at the meeting; and**
- **leave the room while the item is being considered/voted upon**

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

Non- pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.

Our Vision and Priorities for Thurrock

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

1. **People** – a borough where people of all ages are proud to work and play, live and stay
 - High quality, consistent and accessible public services which are right first time
 - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
 - Communities are empowered to make choices and be safer and stronger together

2. **Place** – a heritage-rich borough which is ambitious for its future
 - Roads, houses and public spaces that connect people and places
 - Clean environments that everyone has reason to take pride in
 - Fewer public buildings with better services

3. **Prosperity** – a borough which enables everyone to achieve their aspirations
 - Attractive opportunities for businesses and investors to enhance the local economy
 - Vocational and academic education, skills and job opportunities for all
 - Commercial, entrepreneurial and connected public services

Minutes of the Meeting of the Local Development Plan Task Force held on 13 July 2020 at 7.00 pm

Present: Councillors Joycelyn Redsell (Chair), Martin Kerin (Vice-Chair), Alex Anderson, Andrew Jefferies, Gerard Rice and Luke Spillman

In attendance:

Leigh Nicholson, Interim Assistant Director of Planning, Transport and Public Protection
Sean Nethercott, Strategic Lead of Strategic Services
Lizzey Williams, Arups Representative
Anna Richards, Arups Representative
Ed Waters, Arups Representative
Wendy Le, Democratic Services Officer

Before the start of the Meeting, all present were advised that the meeting may be filmed and was being recorded, with the audio recording to be made available on the Council's website.

1. Nomination of Chair

Councillor Anderson nominated Councillor Redsell for Chair which was seconded by Councillor Jefferies. There were no further nominations and the Committee went to the vote. The vote was unanimous across the Task Force. Councillor Redsell was named Chair of the Task Force.

2. Nomination of Vice-Chair

Councillor Jefferies nominated Councillor Kerin for Vice-Chair which was seconded by Councillor Anderson. There were no further nominations and the Committee went to the vote. The vote was unanimous across the Task Force. Councillor Kerin was named Vice-Chair of the Task Force.

3. Minutes

The minutes of the Local Development Plan Task Force meeting held on 9 March 2020 were approved as a true and correct record.

4. Items of Urgent Business

There were no items of urgent business.

The Vice-Chair noted that there were no Thurrock Independents sitting on the Local Development Plan Task Force and asked that the Thurrock Independent Party be made aware and invited to sit on the Task Force.

5. Declaration of Interests

There were no declarations of interests.

6. Terms of Reference

The Terms of Reference were agreed by the Task Force.

7. Thurrock Local Plan Infrastructure Baseline Report (Presentation from Arups)

A presentation was given by the Arup Representatives.

The Chair sought more detail on river ferry services and if COVID-19 had impacted upon the plans highlighted within the presentation. The Arup Representatives explained that river ferry services had been covered within the report and that Arup had looked at Port of Tilbury and London Gateway to check the provisions available for a ferry service. Regarding the impact of COVID-19, the plans highlighted in the presentation were pre-COVID-19 but would need to be looked at again at a later date particularly for funding needs.

Councillor Spillman noted that the presentation did not give any new information that was not already in the public domain and thought more in-depth information could have been given such as a plan to reduce pollutants in Thurrock. He queried how Arup compared to other similar organisations. Arup Representatives explained that the information given was a high detailed summary of the work undertaken with Council officers so far. The baseline assessment was the first stage and could not ask certain questions such as the implications of a development and the second stage of the assessment would pick up other details as part of the Local Plan process. As an organisation, Arup had completed 15 Local Plan infrastructures across the country on a Local Authority level and strategic level. There was a wide range of skill sets in Arup and would be able to share some of the work that they had recently completed.

Councillor Rice sought detail on whether golf would be included in the plan for sports facilities; a private hospital; plans for the lower part of Grays; a crematoria for Thurrock; and the East Facing Access Slip. Arup Representatives explained that the plans for sports were based on the standards set by Sport England which had moved away from the standards for golf but could be looked at qualitatively and the same could be done for the provision of a private hospital. There had been discussions raised on the potential provision of a crematoria which was covered in the full report and the East Facing Access Slip was also covered in the report. The plans for the lower part of Grays was to be covered by Council officers.

The Vice-Chair sought more detail on how the 30,000 homes to be built would link in to job opportunities; how much of those 30,000 homes would be for social housing; how community driven sports clubs such as Grays Athletic FC could be supported in the Local Plan; the Grays Underpass; plans for schools as there would be more homes; and whether Integrated Medical Centres (IMCs) would reduce the number of GPs available in Thurrock. Arup Representatives answered that sports facilities had been covered within the report and that the Grays Underpass was reflected as a priority in the baseline assessment in the presentation. With the plans for schools, capacity issues had been considered along with any known planned improvements of schools and new schools alongside major new site allotments as part of the Local Plan. Regarding IMCS, discussions had been held with the CCG, as part of the baseline stage, and their strategy was for medical provisions to be placed across the Borough. The next step for Arup was to consider the impact on GP provision and how it would reduce pressure in existing GP surgeries.

Regarding housing, officers explained that Thurrock Council had been working with the other South Essex authorities on a strategic housing market assessment study that covered housing needs going forward to 2020 along with affordable housing needs and how these would be addressed would be considered. The information gathered would help to demonstrate the reason for affordable housing need, the level of that housing need and the mechanisms for that. Officers added that a transport baseline study would also sit alongside the infrastructure study at some stage and would consider issues such as sustainable transport modes. Regarding Councillor Rice's earlier query about golf, officers explained that a report covering the issue of health would be going to Cabinet in autumn.

Councillor Anderson questioned whether there were considerations over the way people would be living post COVID-19. Arup representatives explained that new strategies would be formulated where needed and these would be discussed with the CCG.

The Task Force discussed the flood risk assessment outlined in the presentation and the climate change strategy which looked into flooding mitigation. An updated flood risk assessment would be brought back to the Task Force. There were discussions on whether bus companies should be brought in to give their viewpoints who would be brought into assessments at the next stage. There was a discussion on the green infrastructure network which were linear connections between green spaces with benefits such as flood risk mitigation and better public walking and cycling routes. The s106 contribution set aside for Grays Athletic FC was queried which officers would look into.

8. Thurrock Local Plan - Next Steps Update

The report was presented by Sean Nethercott.

The Task Force discussed when the Local Plan would open the call for sites which would be undertaken in 4 exercises and assessed over a period of 8 –

9 months. The sites would be considered in terms of sustainability and ranked accordingly, amber sites would remain until the end of the process. The Task Force queried the process of the Arena Essex site which currently had a holding objection from Highways. There was a discussion on Chadwell St Mary where infrastructure was needed and officers explained that this would be looked at through the design charrette approach where Ward Councillors would be able to get involved as well. The Task Force sought reassurance that the Council was communicating with general landowners regarding sites and that the general public would be able to get involved in consultations including those with limited technology options. Officers said that webinars would be held with landowners and the wider general public would be involved at later stages with consideration given to those with limited technology options such as going through community groups.

The Task Force went on to discuss when the Local Plan would be presented to Full Council and how COVID-19 would impact upon plans particularly where it had impacted upon the Lower Thames Crossing which also impacted upon the Local Plan. Officers explained that central government required the Local Plan to be ready by 2023 although central government could potentially change this over the next 12 months and the Local Plan was dependent on external forces. The Task Force queried the progress of the East Facing Slip which officers said that the Department for Transport required more modelling work.

9. Work Programme

The following reports were added:

- Design Charrettes – 14 September 2020
- Transport Network (with the involvement of bus operators for transport in the Local Plan) – 9 November 2020
- Update from Arup – 11 January 2021
- Sports Facilities (Grays Athletic FC) – 14 September 2020

The meeting finished at 8.55 pm

Approved as a true and correct record

CHAIR

DATE

**Any queries regarding these Minutes, please contact
Democratic Services at Direct.Democracy@thurrock.gov.uk**

Thurrock Charette Process Briefing for Members and Service Leads

Introduction

We are in the early stages of developing a new Local Plan, providing a framework for the development of the borough over the next 10-15 year period. This covers not just homes, but also employment, leisure, education and other community amenities.

In line with best practice and with emerging government policy, we are implementing a detailed community and stakeholder engagement programme at the earliest stage of the process. This aims to pro-actively stimulate a positive borough-wide conversation on where, when and how development can and should take place.

In brief, the process which will be followed will be:

- A borough wide workshop to review all of the baseline technical material and agree the area assessment criteria;
- Landowners workshops to collect all of the technical material being prepared by landowners and understand ownership patterns and any covenants/controls;
- Public charrettes to collect all of the online material;
- A series of regional forums to discuss feedback, hear views and then prepare area wide framework plans for comment.

As part of this, we have partnered with the Princes Foundation and Snapdragon at PLMR to implement a series of 'charettes', in tandem with extensive online engagement and community outreach to bring the community, landowners and key stakeholders into the process from the outset.

Given the current restrictions on physical gatherings and external events due to the COVID19 pandemic, the engagement processes will have a heavy emphasis on virtual and digital methods. However, it is vital to ensure that those who are not digitally enabled are not excluded from the process; measures will be put in place to facilitate engagement across all audiences and all demographics

Process & Service Areas

The Local Plan affects every different service area in different ways, setting the framework for the borough over the coming decades. The process which we are implementing will ensure that as many individuals, stakeholders, community groups and businesses have an opportunity to be engaged in the formulation of the Local Plan.

As part of the process, an internal EbD will take place where all service leads will present their technical information to inform the further implementation of the programme. This will be preceded by a 'Set-Up' call to confirm and clarify all aspects of the process, what is required from each service lead and how the communications will be implemented.

The first stage in the process focuses on internal communication to both brief and engage the Leadership Team, Service Leads and Members in the charette process. The briefing cascade will be as follows: Senior Leadership Team and Service Leads; Lead Members; Wider Council Membership; Wider Council Staff. This will be implemented as follows:

Initial call/virtual workshop to clarify the parameters. This will be led by Snapdragon and will focus on:

- The logistics of the entire process
- Ensure that the focus of the exercise is clear and agreed by all
- Assign tasks to individuals to ensure the events run well and the invitees and communications strategy are well considered.
- Set the BIMBY workshop 1 online on a dedicated part of TBC's website (utilising Bang the Table), making this interactive with the purpose of both explaining the whole workshop planning process and associated timetable to residents across the Borough and collecting information on their place with questions and a dots exercise which highlights things that are good, poor and opportunities for improvement.

At this stage, Snapdragon anticipate taking the role in co-ordinating the process, putting in place protocols, timescales and developing FAQs, risk and mitigation schedules, stakeholder analysis and a detailed consultation strategy. Snapdragon will support the Council in drafting materials including advertising and information on the process, organizing the logistics, sending out invitations and coordinating responses other than press responses which will still be handled by the Council.

Following this, an online Members Briefing will take place to ensure all elected members are clear about the purpose and scope of the charrette process, how it feeds in to the Local Plan and the importance of this as part of the emerging Planning White Paper reforms.

Holding an internal technical charette session with sector and service leads to explore the themes of the broader public engagement, identify constraints and opportunities and develop a framework for the subsequent processes.

Recognising that many of the Council staff – in particular frontline and switchboard staff – are likely to be in a position of dealing with questions and queries relating to the charette process and the broader Local Plan process, a system will be put in place to equip all staff with accurate information and contact details to coordinate all engagement. This will include, but not be limited to:

- Briefing materials
- Crib sheet for switchboard staff
- Contact sheet to pass enquiries onto
- Process for logging contacts and enquiries
- FAQs

At this stage, all Service Leads will continually be engaged individually to discuss the best ways of engaging with their sector, any specific organisations, businesses or stakeholders and how to ensure effective communication.

Throughout the process, the Council Community Engagement Team will be closely involved in advising and supporting the implementation of the outreach programme.

The second stage in the process is to prepare for and implement external engagement, ensuring that information is accessible, legible and easy to engage with. This will involve engaging both with the public and with landowners who have a specific interest in the process; it is critical that landowners are involved at this early stage in order for the Local Plan team can get a clear understanding of which sites are likely to be promoted through the Local Plan. At the same time, the BIMBY* process enables the community views and aspirations to be viewed alongside landowners. This will include:

- Briefing local press

- Formally launching the consultation website and the BIMBY 1 process
- Holding landowner charettes

*BIMBY stands for 'Beauty in my Back Yard'. It is the toolkit designed and delivered by the Princes Foundation which enables communities, organisations and local authorities to develop a toolkit and manual which sets out collaborative design and development principles for a local area.

The process will be largely online with an emphasis on digital outreach and engagement with a broad audience. This will be advertised to the public through:

- Borough wide leaflet delivery
- Press adverts
- Information included in Council publications and newsletters
- Media briefings
- Digital marketing (particularly Facebook advertising)

The third stage is to take the feedback and analysis from the earlier processes and utilise this in the next phase of the engagement programme. This will include:

- Launching the BIMBY 2 & 3 processes
- Launching an education and schools engagement process

At this stage, there is a core role for students and teachers to play with the process supporting elements of the curriculum at the same time as engaging a demographic who will be significantly affected by the development which the Local Plan will facilitate and therefore have a central role to play in bringing this forward.

Throughout the process, Snapdragon at PLMR will work with the Council to ensure that communications are clear and consistent, in line with Council policy on plain English and accessibility of communications.

Methodology

The primary objective of the engagement process is to ascertain the views, and encourage the participation of, members of the community and stakeholders in the processes of developing the Local Plan.

With the ongoing COVID19 pandemic, traditional physical engagement methods are likely to be limited. Furthermore, a comprehensive digital engagement programme is likely to generate far greater engagement across a more diverse audience than traditional methods on their own. Whilst the preferred approach would be to combine both traditional and more innovative methods of engagement, requirements of social distancing and the potential for local lockdowns means that greater emphasis is likely to be placed on digital and virtual engagement methods. At the same time, we are conscious of the need to ensure that those who may not be digitally enabled for a variety of reasons are not excluded from the process.

Charettes and the BIMBY engagement process

This engagement strategy aims to undertake an exploratory exercise at the outset through a key stakeholder technical workshop and public feedback sessions using the Prince's Foundation's BIMBY (www.bimby.org.uk) toolkit. Rather than presenting pre-determined proposals, this process will allow

for the plans to gradually evolve in dialogue with key stakeholders and the community, with the aim being to gather views and ideas with interested parties and stakeholders that can 'shape' the proposals at an early stage as they evolve to incorporate local concerns and benefits

The methodology which will be utilised to undertake the engagement process will include, but not be limited to:

- Digital consultation through Bang the Table;
- A BIMBY 1 Survey held online and through workshops (physical and virtual);
- Local libraries to display information and physical surveys to enable a broader audience to engage;
- Working with the internal community engagement team to ensure direct physical outreach to communities across the borough;
- Utilisation of lamppost banners, posters and public displays of information;
- Bespoke newsletters to be distributed across the borough;
- Utilisation of existing community newsletters and information;
- Technical key stakeholder charettes;
- Formal consultation with landowners;
- Public exhibitions and workshops (virtual and physical where possible);
- Engagement with MPs, residents, businesses, third sector, schools and community groups.

The final results of the engagement programme will form a key part of the development of the Local Plan at the earliest stage of the process.

Thurrock Charette Process Detailed Engagement Strategy – October 2020

Introduction

Thurrock Borough Council is in the early stages of developing a new Local Plan, providing a framework for the development of the borough over the next 20-30 year period. This covers not just homes, but also employment, leisure, education and other community amenities.

In line with best practice and with emerging government policy, Thurrock is implementing a detailed community and stakeholder engagement programme at the earliest stage of the process. This aims to pro-actively stimulate a positive borough-wide conversation on where, when and how development can and should take place.

As part of this, Thurrock Borough Council has partnered with the Princes Foundation and Snapdragon at PLMR to implement a series of ‘charettes’, in tandem with extensive online engagement to bring the community, landowners and key stakeholders into the process from the outset.

Given the current restrictions on physical gatherings and external events due to the COVID19 pandemic, the engagement processes will have a heavy emphasis on virtual and digital methods. However, it is vital to ensure that those who are not digitally enabled are not excluded from the process; measures will be put in place to facilitate engagement across all audiences and all demographics

‘Charette’ (noun)

A public meeting or workshop devoted to a concerted effort to solve a problem or plan the design of something.

Policy Background

Engagement with local communities is a fundamental part of the democratic planning process. There are a series of planning policies and guides at the national and local level which stress the need for applicants to engage with local authorities and the local community when bringing forward planning applications.

- The Localism Act 2011 enshrines in law a community right to consultation; it includes the “requirement to carry out pre-application consultation” and also requires a “duty to take account of response to consultation.” Meanwhile, the NPPF (National Planning Policy Framework), which came into force in March 2012, strengthens the need for front-loaded community engagement, and is based on the principle that consultation should not be a reactive process, but rather it should enable the local community to say what sort of place they want to live in at a stage when this can make a difference.
- The NPPF was revised in February 2019, building upon these core themes of community engagement and making changes which reflected the Government’s desire to increase housing delivery. Further, a raft of measures intended to “improve neighbourhood planning” were implemented in April 2017, with the Neighbourhood Planning Act 2017 coming into effect.
- Additionally, the outbreak of coronavirus (COVID-19) has delivered a new expectation for local authorities and developers to use creative, digital consultation methods to ensure that engagement on planning applications continues. The outgoing Chief Planner at the Ministry

of Housing, Communities and local Government, Steve Quartermain CBE, sent a newsletter to all local planning authorities at the end on March 2020 on how this should be undertaken. This was then updated with further guidance in May 2020.

- More recently, the government published a White Paper on Planning Reform, which sets out a clear obligation to frontload community engagement at the Local Plan stage, maximising the input and influence which residents and businesses can have in shaping their local area and ensuring Local Plans reflect community aspirations.
- Thurrock Council also have an SCI which sets out a clear commitment to engaging with the community through a variety of methods on the preparation of all planning policy. The intention is to engage with as wide an audience as possible through a series of approaches which will facilitate many people to get involved.

Thurrock Council are implementing a process which both reflects our updated SCI (2020) as well as emerging government policy, putting in place an open engagement process which uses workshops, surveys and other means to secure community involvement at each stage in the process.

Process

The process which Thurrock Borough Council are implementing will ensure that as many individuals, stakeholders, community groups and businesses have an opportunity to be engaged in the formulation of the Local Plan.

The first stage in the process is to prepare all required materials and ensure that stakeholders within the Council, from Service Leads and Lead Members to frontline staff, are briefed on both the plans and the approach enabling them to both support and be part of the engagement as well as to champion the process externally. This will include:

- Preparing all briefing materials
- Briefing Lead Members and Service Leads on the engagement plan, process and timescales
- Internal communications to all frontline staff and switchboard staff
- Internal communications to wider staff body

The second stage in the process is to prepare for and implement external engagement, ensuring that information is accessible, legible and easy to engage with. This will involve engaging both with the public and with landowners who have a specific interest in the process; it is critical that landowners are involved at this early stage in order for the Local Plan team can get a clear understanding of which sites are likely to be promoted through the Local Plan. At the same time, the BIMBY* process enables the community views and aspirations to be viewed alongside landowners. This will include:

- Briefing local press
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- Engagement with residents, businesses, third sector, schools and community groups.

The final results of the engagement programme will form a key part of the development of the Local Plan at the earliest stage of the process. Subsequent stages of the Local Plan development will continue to incorporate extensive and appropriate community engagement.

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2 November 2020	ITEM: 6
Local Development Plan Taskforce	
White Paper Planning Reforms	
Wards and communities affected: All	Key Decision: Not Applicable
Report of: Sean Nethercott, Strategic Lead – Strategic Services.	
Accountable Assistant Director : Leigh Nicholson, Interim Assistant Director – Planning, Transport and Public Protection	
Accountable Director: Andy Millard, Director – Place	

Executive Summary

On August 6th 2020 the Government published “*Planning for the Future*”, a White Paper which sets out its proposals for the reform of the planning system. This paper explores the proposals contained in the paper and provides commentary on the potential implications arising.

In short, there are three pillars to the reforms:

- Pillar 1: “Planning for Development” which includes changes to the way in which Local Plans are produced, the Development Management process and changes to the way that housing requirements are calculated;
- Pillar 2: “Planning for beautiful and sustainable places” which includes requirements for Local Authorities to prepare locality specific Design Codes and zoning plans, alongside further changes to permitted development rights;
- Pillar 3: “Planning for infrastructure and connected places” which includes proposals for a consolidated Infrastructure Levy, changes to the way affordable housing is secured, improvements to resourcing and staffing within planning departments and proposals to strengthen planning enforcement activity.

In many ways the approach that has already been taken by the Council in preparing its new Local Plan is closely aligned to the approach now being statutorily advocated by Government. In particular, the Government is placing significant weight on the importance of high quality design, community consultation and the provision of infrastructure, which are the three key planks of the Council’s approach to the growth agenda. The Council’s culture and approach to placemaking and its relationship with the development industry should also be recognised as being closely aligned to Government’s vision for the future of planning as a vehicle for growth.

The White Paper reinforces the importance of a Plan-Led system and highlights the need for a strong professional workforce to deliver the reforms.

1.0 Overview

On August 6th 2020, the Government published “*Planning for the Future*”, a White Paper which sets out its proposals for the reform of the planning system. Its key objective is simplifying the current system to boost housing delivery whilst also making it easier for local communities to have access to the planning system to help shape the future development of their area.

Consultation on the White Paper will close on October 29th 2020. Following consideration of responses, the Government will legislate for the introduction of the new system. This will include a requirement that all Local Authorities have a Local Plan in place by spring 2024, the end of the current Parliament.

In addition to the White Paper, the Government is undertaking a further consultation on “*Changes to the Current Planning System*” which closes on October 1st 2020. This includes changes to the standard method for assessing local housing need, support for small and medium-sized builders by temporarily lifting the small sites threshold below which developers do not need to contribute to affordable housing and extending the current Permission in Principle to major development.

2.0 Summary of the reforms

Pillar 1 – Planning for Development

A new approach to plan-making

The new system is to be a plan-led one with new style Local Plans. In proposing a new approach to plan-making, it is intended that Local Plans should have a clear role and function, which should be:

- a) To identify land for development and sites that should be protected; and
- b) To be clear about what development can take place in those different areas so that there is greater certainty about land allocated for development and so there is a faster route to securing planning permission.

In order to make this happen the White Paper has set out the following proposed changes to simplify the system:

- Local plans will significantly reduce in size, by at least two thirds, and follow a defined template, with the NPPF becoming the primary source of policies for Development Management and local plan policies;
- The Local Plan should be assessed against a single statutory ‘sustainable development’ test to strike the right balance between

environmental, social and economic objectives and which will replace the current test of soundness as well as abolish the Sustainability Appraisal system and the need for Duty to Cooperate;

- Local Plans should be visual and map based, standardised, web-based, based on the latest digital technology and supported by a new template;
- Local Plan production is proposed to take place within a 5-phase 30-month total time frame (and within a specified period once the legislation is introduced) and with increased community consultation;
- Local plans will be expected to identify development need for a minimum of 10 years, as opposed to the current 15 years and all plans will need to be reviewed every 5 years;
- Local Plans should identify three categories of land: Growth areas suitable for substantial development, Renewal areas suitable for development, and areas that are Protected, each category having a different route for securing development consent;
- Development management policy contained in the Local Plan would be restricted to clear and necessary site or area-specific requirements, with the NPPF becoming the primary source of policies for development management;
- For planning application determination time limits these would become legally binding rather than aspirational with potential penalties including full refund of application fees for non-determination;
- Design Guides and/or Design Codes would ideally be produced on a 'twin track' alongside the Local Plan, either for inclusion within it or prepared as supplementary planning documents;
- Use of a Standard Method for establishing housing requirements from a nationally set figure with local authorities responsible for allocating land to meet this requirement.

Pillar 2 - Planning for beautiful and sustainable places

Alongside the proposed reforms to the plan-making system, the White Paper sets out the Government's ambition to ensure that:

“we have a system in place that enables the creation of beautiful places that will stand the test of time, protects and enhances our precious environment, and supports our efforts to combat climate change and bring greenhouse gas emissions to net-zero by 2050”.

To do this, the Government sees planning as a powerful tool for creating visions of how places can be. It proposes to do this by:

- Engaging communities in the process to fostering high quality development as well as the facilities which are essential for building a real sense of community, generating net gains for the quality of our built and natural environments - not just 'no net harm';
- The planning system setting clear expectations for the form of development which we expect to see in different locations, assisted by a National Model Design Code to be published by Government to supplement the National Design Guide published in October 2019;

- Making design expectations more visual and predictable with design guidance and codes be prepared locally with community involvement, and codes more binding on decisions about development;
- Bringing forward proposals later this year for improving the resourcing of planning departments more broadly and proposing that each authority should appoint a Chief Officer for design and place-making, as recommended by the Building Better, Building Beautiful Commission;
- Introducing a fast-track for beauty through changes to national policy and legislation, to incentivise and accelerate high quality development which reflects local character and preferences (for proposals coming forward that comply with pre-established principles of what good design looks like (informed by community preferences)).

The White paper sets out three ways by which the Government hopes to achieve these objectives:

1. Through updating the NPPF to make it clear that schemes which comply with local design guides and codes have a positive advantage and greater certainty about their prospects of swift approval;
2. For plans identifying areas for significant development (Growth areas), legislation will require that a masterplan and site-specific code are agreed as a condition of the permission in principle which is granted through the plan;
3. By legislating to widen and change the nature of permitted development, so that it enables popular and replicable forms of development to be approved easily and quickly, helping to support '*gentle intensification*' of towns and cities, but in accordance with important design principles. To do this the White Paper advocates the revival and use of 'pattern books' to articulate standard building types, options and associated rules (such as heights and setbacks).

Pillar 3 - Planning for infrastructure and connected places

New development brings with it new demand for public services and infrastructure. Mitigating these impacts – by securing contributions from developers and capturing more land value uplift generated by planning decisions to deliver new infrastructure provision – is key for both new and existing communities.

The White Paper sets out a number of proposals for how best to secure infrastructure necessary for the delivery of new development, including:

- The existing parallel regimes for securing developer contributions via Section 106 agreements and the Community Infrastructure Levy (CIL) be replaced with a new, consolidated 'Infrastructure Levy' that would be charged as a fixed proportion of the development value above a threshold (where the value of development is below the threshold, no Levy would be charged; where the value of development is above the threshold, the Levy would only be charged on the proportion of the value

- that exceeded the threshold), with a mandatory nationally-set rate or rates and the current system of planning obligations abolished;
- A Government proposal to allow local authorities to borrow against Infrastructure Levy revenues so that they could forward fund infrastructure;
 - Extending the scope of the Infrastructure Levy to capture changes of use through permitted development rights (even where there is no additional floor space) and for some permitted development rights including office to residential conversions and new demolition and rebuild permitted development rights;
 - Infrastructure Levy including affordable housing provision potentially through in-kind delivery on-site (which could be made mandatory where an authority has a requirement, capability and wishes to do so) or Infrastructure Levy payments in the form of land within or adjacent to a site. whereby in partnership with affordable housing providers local authorities could then build affordable homes, enabling delivery at pace;
 - Increasing local authority flexibility, allowing them to spend receipts on their policy priorities, which could include improving services or reducing council tax, once core infrastructure obligations have been met.

Making sure the system has the right people and skills

The White Paper comments that Local planning authorities remain at the heart of the Government's ambitious reforms. However, the Government recognise that local planning departments need to have the right people with the right skills, as well as the necessary resources, to implement these reforms successfully.

In order to succeed they will need to have sufficient leadership, a strong cadre of professional planners and good access to technical expertise as well as transformed systems that utilise the latest digital technology.

The White Paper sets out the Government's intention to develop a comprehensive resources and skills strategy for the planning sector to support the implementation of its reforms. In doing so, it is proposed that this strategy will be developed including the following key elements:

- The cost of operating the new planning system should be principally funded by the beneficiaries of planning gain – landowners and developers – rather than the national or local taxpayer;
- Planning fees should continue to be set on a national basis and cover at least the full cost of processing the application type based on clear national benchmarking, which should also involve the greater regulation of discretionary pre-application charging to ensure it is fair and proportionate;
- If a new approach to development contributions is implemented a small proportion of the income should be earmarked to local planning authorities to cover their overall planning costs, including the preparation and review of Local Plans and design codes and enforcement activities.

The White Paper further notes that some local planning activities should still be funded through general taxation given the public benefits from good planning. Time-limited funding will be made available by the Government in line with the new burdens principle to support local planning authorities to transition to the new planning system as part of the next Spending Review.

Local planning authorities should be subject to a new performance framework which ensures continuous improvement across all planning functions from Local Plans to decision-making and enforcement – and enables early intervention if problems emerge with individual authorities.

Reform should be accompanied by a significant enhancement in digital and geospatial capability and capacity across the planning sector to support high-quality new digital Local Plans and digitally enabled decision-making.

Stronger enforcement

As local planning authorities are freed from many planning requirements through the proposed reforms, the White Paper suggests that they will be able to focus more on enforcement across the planning system. To help achieve this it is proposed to review and strengthen the existing planning enforcement powers and sanctions available to local planning authorities to ensure they support the new planning system. This will include more powers to address intentional unauthorised development, consider higher fines, and look to ways of supporting more enforcement activity.

3.0 Implications and Issues Arising

Impact on the current plan-making process

The White Paper sets out the Government's intention that all local authorities should have a Local Plan in place by the end of the current Parliament in 2024. In many ways the approach that has already been adopted by the Council in preparing its new Local Plan is aligned to the approach now being advocated by Government. The Council's approach to growth is that it should be community-driven, infrastructure-led and make a key contribution to high quality place making. The Council's next steps include:

1. Roll out of Borough-wide Design Charrette community engagement events in association with the Princes Foundation to develop a vision and guiding principles to shape the scale and nature of future growth, development and infrastructure provision.
2. Roll out of Local Plan Planning Performance Agreements (LPPPA) to assist in funding the Local Plan process and the setting up of a 'Development Team' approach as the mechanism for involving landowners, scheme promoters, the Council and key delivery partners (such as Homes England,

- Highways England, the Environment Agency) in the commissioning of the evidence and the preparation of master plans, infrastructure delivery plans and transport access strategies for each growth location.
3. The further evolution and development of the '*Your Place, Your Voice*' community engagement approach via the Design Charrette process and on-going informal engagement with local communities as set out in individual LPPAs.
 4. The ongoing restructuring and expansion of the Strategic Services team to reflect the Government's new priorities for the planning system and its emphasis on place- making and high quality design and infrastructure delivery.

The approach accords with the approach set out in the White Paper and in order for the Council to fully respond to the Government's proposed reforms, it would simply need to adopt and adapt the process further through the preparation of Design Codes and Zoning Plans.

In view of the potential similarities in approach to plan-making, opportunities might exist for the Council to work collaboratively with MHCLG as a 'pilot' authority for the roll out of the new reforms. The Planning Advisory Service (PAS) are already looking for Local Authorities to assist in piloting the development and digitisation of the planning system and there may be further opportunities through discussion with MHCLG for the Council to become further involved in piloting the process with potential financial and in-kind benefits in doing so.

Costs and Resources

As with all other authorities, the costs and resources required to transition over to the new system and to prepare a new Local Plan in place and to successfully digitise the planning system in Thurrock will be significant. Although the Government has signalled that it will make additional resources available to help authorities make the transition, it is not clear what level of funding will be made available or the timescales over which it will be provided.

This will have implications nationally in terms of a local authority's capacity and ability to resource the local plan process and to procure the necessary professional and technical skills and expertise to ensure that they can meet the Government's tight timescales for plan production. With a severe national shortage of planners, urban designers and related environmental specialists, and a potential upsurge in demand for these skills in prospect, the Council will need to consider how it can best position itself to procure the necessary skills and support in advance of a rise in demand from other sources.

As part of this process it will be necessary for the Council to consider what changes are required to the existing service delivery processes and they can be adapted to more effectively and efficiently deliver the Government's planning reforms.

Should the Government's reforms lead to a reduction in Member involvement in the Development Management process, further consideration will need to be given to how to strengthen and manage Member involvement in the Local Plan process given its increased importance in establishing the principle of planning-permission for all new developments.

Duty to Cooperate and Strategic Planning

The new standard methodology for housing requirements bypasses strategic planning to define a centrally-defined approach for every local authority area, and there is no duty to cooperate mechanism as a tool for driving distribution of those numbers between local planning authorities.

The document refers to the possibility for LPAs to "agree alternative distributions of their requirement in the context of joint planning arrangements" and "it may be appropriate for Mayors of combined authorities to oversee the strategic distribution of the requirement in a way that alters the distribution".

However, it says nothing specific about Spatial Development Strategies or Joint Strategic Plans. Both the London Plan and Greater Manchester Strategic Framework (GMSF) have taken long periods to prepare, and some of the other joint planning arrangements have also lacked urgency and clarity. Under the new arrangements – with housing numbers already set and national sets of policies – their role is less clear.

With a 30-month timetable for plan preparation, there is unlikely to be sufficient time for two tiers of statutory plan-making with the production of local plans having to follow on from that of any strategic upper tier plan.

Taking these considerations into account, there is little to be gained from continuing to progress the South Essex Plan at this stage in the absence of any guidance from Government on the future of Spatial Development Strategies.

Infrastructure Delivery and Affordable Housing

There is a risk that the use of a nationally set Infrastructure Levy will not generate sufficient funding to cover the cost of providing the full range of infrastructure required to deliver balanced and sustainable communities.

The consultation is clear that the Infrastructure Levy is about land value capture, not mitigating specific developments:

"In areas where land value uplift is insufficient to support significant levels of land value capture, some or all of the value generated by the development would be below the threshold, and so not subject to the levy. In higher value areas, a much greater proportion of the development value would be above the exempt amount, and subject to the levy".

In Growth and Renewal areas the acceptability of plan-led development will have been established and presumably there will be an acceptance that the necessary infrastructure will come forward in a timescale over which the Council has control. In addition, the deliverable test will be that “sites should not be included in the plan where there is no reasonable prospect of any infrastructure that may be needed coming forward within the plan period”.

There will need to be some confidence that the levy funds are actually used at the right time to deliver the mitigation when it is needed for that specific site; to avoid a situation where the development makes a contribution but off-site infrastructure required at the time does not get delivered.

The White Paper recognises “it is important that there is a strong link between where development occurs and where funding is spent” and the Government is keen to enable “more freedom could be given to local authorities over how they spend the Infrastructure Levy”. Importantly, this proposal would enable LPAs to spend receipts on their ‘policy priorities’, but only once core infrastructure obligations have been met. Beyond key infrastructure projects, the Government also alludes to the spending of receipts on “improving services or reducing council tax”. It would also be possible to use the Levy for providing planning services.

Although a critical shift away from the traditional forms of funding infrastructure, the Government’s proposals would be sequential in nature, requiring LPAs to ring fence funding for the delivery of affordable housing – if necessary – along with delivering key pieces of infrastructure, before seeking to deliver wider infrastructure and services benefits. This is broadly in-line with how LPAs currently operate, insofar as it is for the LPA to identify the right balance between competing priorities to meet local needs.

However, the abolishment of flexibility allowed for through s106 obligations is likely to leave some parties, who have historically requested s106 contributions to make acceptable the impacts of development, at the back of the queue in terms of priorities. This raises questions about whether, given the flat-rate nature and variable costs of land/building nationally, the Infrastructure Levy will raise sufficient funds for a majority of LPAs’ competing priorities and interests to be funded through this mechanism. This is particularly the case in more marginal market areas.

4.0 Conclusion

The approach that has been already adopted by the Council in preparing its new Local Plan is closely aligned to the approach now being advocated by Government. This is a significant positive.

In particular, the Government is placing significant weight on the importance of high quality design, community consultation and infrastructure, which are already the three key planks of the Council’s approach to the Local Plan. The

Council's culture and approach to place-making and its relationship with the development industry should also be recognised as being closely aligned to Government's vision for the future.

Whilst the majority of the reforms are welcome, there are elements of the reforms that poses a potential risk (namely those around infrastructure delivery). However, the Council already has a good working relationship with MHCLG and on this basis it is in a good position to seek out opportunities to continue to work with government to influence thinking and to secure, wherever possible, assistance to bolster resources to deliver the reforms.

2 November 2020		ITEM: 7
Local Development Plan Task Force		
Sustainable travel and movement in Thurrock : Transport Strategy Refresh update		
Wards and communities affected: All	Key Decision: N/A	

This is a report which was previously considered at Planning, Transport, Regeneration Overview and Scrutiny which is being submitted to the Local Development Plan Task Force for information only.

Executive Summary

Thurrock has one of the most significant growth-led regeneration agendas in the country. It is vital to ensure future growth is supported by the right transport infrastructure, providing sustainable travel options for our communities and businesses whilst reducing congestion and improving air quality.

In order to ensure that the required infrastructure is provided, it is necessary to update the Council's existing Transport Strategy (adopted in 2013) to identify current and future needs and opportunities for intervention to support sustainable growth.

This report provides an update on the steps taken to develop an Interim Transport Strategy. This will lead to the development of a refreshed Thurrock Transport Strategy (TTS), setting out the package of work and various integrating policies, strategies and technical studies that need to be progressed and delivered to support the TTS and the new Local Plan.

1. Introduction and Background

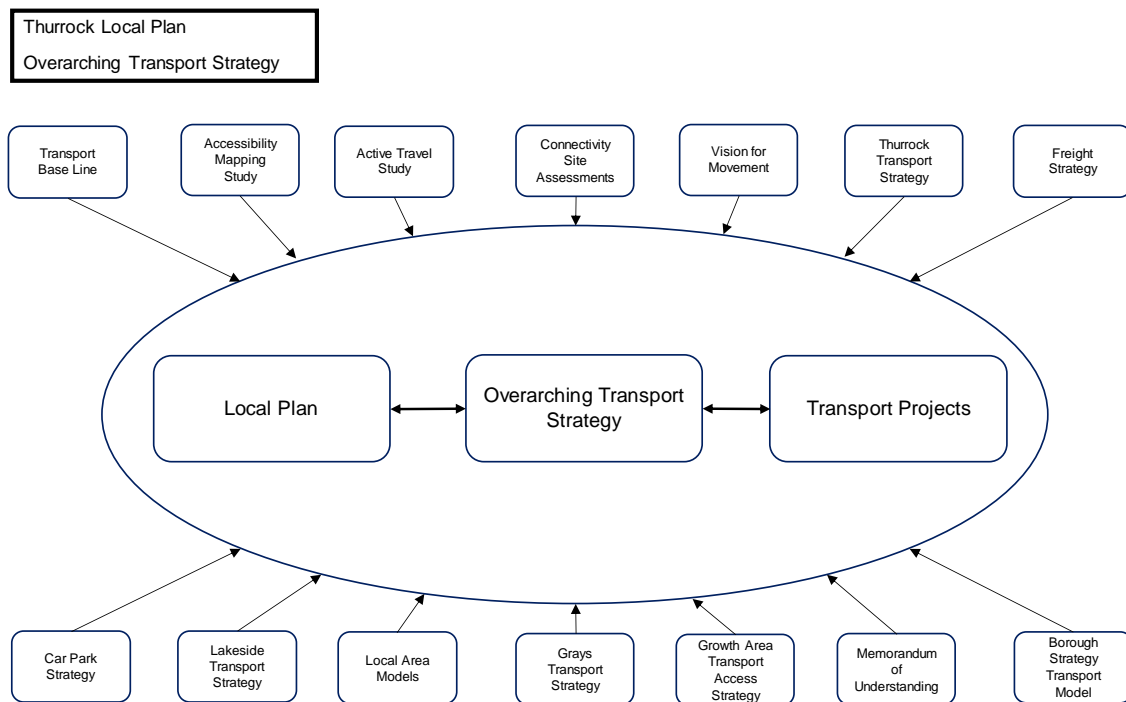
- 1.1 The Council is updating the Thurrock Transport Strategy, which was adopted in 2013. An updated Transport Strategy is required to integrate and support the Thurrock Local Plan and to identify the infrastructure projects that will be needed to deliver the growth ambitions in the Local Plan.
- 1.2 There are a number of steps in the process of preparing the updated Transport Strategy, including technical baseline assessments, strategic transport visioning and engagement with statutory consultees, partner agencies, businesses and community groups.
- 1.3 There will be a suite of supporting strategies and plans that accompany the Transport Strategy, including but not limited to work streams including Active Travel, Parking, Freight, Air Quality and Health. Some of these supporting

strategies are completed, some are underway, others yet to start. An emerging work programme is summarised at Appendix A for information.

- 1.4 The Council is in the first stages of an overall update to the strategy and are currently undertaking a number of transport studies.
- 1.5 This work focuses on the production of an Interim Transport Strategy to support the Local Plan Draft and subsequently a full Transport Strategy to support the formal Local Plan Submission.

2. Issues, Options and Analysis of Options

- 2.1 The Transport Strategy supports the development of the Local Plan. It articulates the transport implications and opportunities arising from the ambitious growth and development plans to be set out in the emerging Local Plan.
- 2.2 The Transport Strategy will:
 - Be strategic in nature;
 - Set out a high-level vision for future transport in Thurrock;
 - Identify major, local and site-specific transport infrastructure required to deliver the growth and development within the Local Plan;
 - Inform and integrate with a series of planning and transport studies that will run in parallel;
 - Combine a flexible long-term plan with more specific proposals for short and medium-term delivery of transport infrastructure;
 - Align with the Council's wider corporate objectives and the views of local communities;
 - Support wider sustainable development objectives;
 - Align with national transport infrastructure plans including the proposed Lower Thames Crossing and motorway junction improvements;
 - Align with emerging transport and local plans of neighbouring authorities and key external relationships including Highways England, DfT, ASELA and Transport East (Sub-national Transport Body). This is particularly important to maximise potential to secure future government funding.
- 2.3 As set out above, the Transport Strategy should be developed in parallel with the Local Plan. It should properly assess all the likely transport interventions required to deliver sustainable growth in the Borough and define and establish details of specific transport infrastructure. Members are aware of the need to ensure the Local Plan is supported by a sound evidence base and in order to develop a solid Transport Strategy it is necessary to take into account all relevant transport baseline studies, planned and committed infrastructure projects and strategies underway or proposed to be undertaken. A list of these studies and documents are outlined below.



- 2.4 The most important piece of initial supporting evidence is the Transport Baseline Study which will set out the current condition of the Borough in terms of transport infrastructure. Work on the Transport Baseline Study is already underway. The Council has commissioned a series of further studies of direct relevance to the Transport Strategy. These include a Thurrock-wide development capacity study, the production of development frameworks for key growth areas and a town centre framework for the Lakeside Basin.
- 2.5 The Transport Strategy also needs to be shaped against the findings of Issues & Options Stage 2 and developed alongside the spatial options for growth as the Local Plan progresses, taking into account major schemes and opportunities including Lower Thames Crossing, London Resort, TEP, mass transit (Tram), river travel and cleaner / healthier sustainable travel options. The production of the Transport Strategy will be staged, with an interim TTS to support the Draft Plan followed by revised final TTS to support the final Plan submission.
- 2.6 The provision of accurate traffic modelling and air quality assessment modelling will Play an important role in understanding the impact that growth will have on the transport network over the coming years. The ability to model and understand these impacts will help to inform how and where growth can be accommodated in Thurrock.
- 2.7 Members will be aware that on the 6th August 2020 the Government announced its plans to reform the planning system. It is possible that the number and scope of studies to support the development of the Transport Strategy and the Local Plan may change. However it is important to maintain momentum with the

current Local Plan and continue with the preparation of this supporting evidence and studies. The Council is in discussions with MHCLG to ensure that all work to support the current Local Plan (including work to prepare the TTS) can be carried over into any new planning system.

3. Reasons for Recommendation

3.1 It is important Members understand the role of the Transport Strategy and how it supports the Local Plan. The approach set out in the report is considered necessary to create a bold, coherent and compelling transport narrative for Thurrock which supports and underpins the Council's growth ambitions.

3.2 The information and process set out within this report provides a high level summary of the amount of work required, how it integrates with the emerging Local Plan and how it is shaped by wider requirements. Input from this Committee will help to ensure there is ongoing momentum and support for the Transport Strategy.

4. Consultation (including Overview and Scrutiny, if applicable)

4.1 The next step will be to develop an Interim Transport Strategy which will be submitted to the Council's consultation portal in due course. Consultation will run for a minimum of 6 weeks, allowing local residents, business and other interested parties to comment. The consultation document will also be promoted to local residents, interest groups and key stakeholders through established meetings, forums and interest groups.

5. Impact on corporate policies, priorities, performance and community impact

5.1 The TTS will have an impact upon all communities within Thurrock. Developing a long term TTS which aligns with the Council's emerging Local Plan is vital to making Thurrock a place where people of all ages can work, play, live and stay in a clean environment that everyone has reason to take pride in.

6. Implications

6.1 Financial

Implications verified by: **Laura Last**
Senior Management Accountant

An operational and staffing budget is likely to be required to deliver the revised Transportation Strategy which has been estimated to cost between £200k and £300k. This will be funded using £240k of the Local Plan allocation (split into £120k per year for 2 years) and £60k from the Transport Development budget (split into £30k per year for two years).

6.2 Legal

Implications verified by: **Tim Hallam**
Deputy Head of Legal and Deputy Monitoring Officer

Since this report is essentially an update to Members on progress to date and likely next steps, rather than one recommending any decision, there are no direct legal implications as such. By way of background to the key statutory provisions, the Council, as local transport authority, is required, under the Transport Act 2000, to develop policies, for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within its area and carry out its functions so as to implement those policies. These policies and proposals for their implementation must be set out in a Local Transport Plan, in one or more documents, to be prepared by the authority. The authority is required to keep this Plan under review and they may alter or replace it if they consider it appropriate to do so. There are detailed consultation requirements when preparing and reviewing a Plan. The Plan or any alterations to it must take into account relevant Government policy and have regard to Government guidance on climate change mitigation or adaption and on protection of or improvement to the environment. In due course, as soon as practicable after a new Plan has been prepared or the Plan has been altered, the authority will, amongst other things, need to publish it and send a copy of it to the Secretary of State for Transport.

7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**
Community Engagement and Project Monitoring Officer

There are no direct implications relating to this report. A Community Equality Impact Assessment will be undertaken as part of the refreshed TTS.

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

None.

8. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- Local Plan transport background studies

9. Appendices to the report

- Appendix A - Transport work stream programme
- Appendix B – Local Plan transport background studies

Appendix A – Transport work stream programme

WORKSTREAM	TIMESCALES
Transport Evidence Base - Baseline Positioning and Visioning for Movement and Transport Strategy	Resume Q2 2020 Complete Q4 2020
Thurrock Vision for Movement	Start Q2 2020 Interim Q3 2020 Complete Q1 2021
Call for Sites Transport Connectivity Site Assessments	Start Q3 2020 Complete Report Q3 2021 Update Report Q2 2022
Thurrock Transport Strategy	Start Q4 2020 Complete Interim Strategy Q4 2022 Complete Final Strategy Q3 2023
Development of Thurrock Strategic Transport Model	Procure Model Development Q3 2020
Active Travel Strategy	Complete Q3 2020 Update Q4 2021
Thurrock Freight Strategy	Start Q3 2020 Draft Q2 2021 Final Q4 2021
Car Parking Strategy (enforcement; policy and strategy)	Complete Q3 2020 Refresh Q4 2021

Growth Area Transport Access Strategies	Start Q3 2020 produce detailed project specification for roll out on a consistent basis across the Borough.
Development of Local Area Transport Models	Start Q3 2020 produce detailed project specification for roll out on a consistent basis across the Borough.
Grays Town Centre Transport and Access Strategy	Start Q4 2020 – Q3 2021
Lakeside Transport Strategy	Start Refresh Q1 2021 Complete Q3 2021
Strategic Transport Scheme Business Case Development	To be agreed and commissioned on a rolling/staged basis commencing Q1 2021
Policy Development & Site Allocations	Start Q4 2021 Complete Q2 2022

Appendix B – Local Plan transport background studies

Local Plan transport background studies

National

- Decorabonising Transport, Department for Transport, March 2020
- Future of Mobility: Urban Strategy, Department of Transport, Industrial Strategy, March 2019
- Road Investment Strategy 2: 2020-2025, March 2020
- A time of unprecedented change in the transport system, The Future of Mobility, Government Office for Science, Foresight, January 2019

- Transport for a World City, National Infrastructure Commission, March 2016

Regional

- Thames Estuary Investment and Delivery Plan (Emerging)
- Essex Thameside Study, railway Investment Choices, Network Rail, July 2020
- South Essex Joint Strategic Plan Integrated Impact Assessment Scoping Report, LUC, May 2020
- Transport East, Emerging Transport Strategy and Next Steps for Transport East: Proposal for a 100day plan, May 2020
- South Essex Connectivity Strategy, Association of South Essex Local Authorities, Arup, March 2020
- Regional Evidence Base, Transport East, July 2019, WSP
- Transport for the South East, Economic Connectivity Review, Final Report, July 2018, Steer
- Economic Connectivity Review: Phase 1 Report, Transport for the South East, May 2018, Steer Davies Gleave
- ELTOS East, Transport for London (Planning), 28 September 2016
- Anglia Route Study, Long Term Planning Process Summary Document, Network Rail, March 2016

Lower Thames Crossing

- Lower Thames Crossing, Supplementary Consultation, March/April 2020, Highways England
- Lower Thames Crossing: Economic Costs Study, Final Report, Hatch Regeneris, Feb 2020

Local

- Local Plan Issues & Options (Stage 2) Consultation, Dec 18
- Thurrock Transport Strategy, 2013 – 2026, Thurrock Council
- Thurrock Traffic Management Plan 2012 – 2026, Thurrock Council, June 2012
- Local Highways Maintenance Challenge Fund application, 2019
- Thurrock Council Highways Resilience Plan and Network 2018
- Highways Asset Management Strategy, January 2018

Emerging

- Thurrock Active Travel Strategy, April 2020, Knight, Kavanagh & Page Ltd
- Parking Policy & Strategy, Thurrock Council, March 2020
- Parking Design and Development Standards, Thurrock Council, March 2020
- Parking Enforcement Strategy, Thurrock Council, March 2020
- Thurrock Freight Strategy, 2017/18, Thurrock Council (UPDATE UNDERWAY)
- Overview & Scrutiny Committee – Air Quality & Health Strategy and Modelling Assessment update, with supporting paper setting out the approach to a new document and AQ modelling. (STATUS TBC)
- Thurrock Council Infrastructure Baseline Assessment, Arup, May 2020
- Thurrock Modelling Support, Transport Modelling Discussion and Proposed Approach, Peter Brett,

August 2018

- Thurrock Opportunities and Constraints Report, WSP, 2017
- A Transport Strategy for Lakeside Regional Town Centre, ITP/DLA, June 2014 (Draft for Comment update Jan 2020)
- Air Quality and Health Strategy (Emerging TBC)
- Thurrock Health and Wellbeing Strategy

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Work Programme

Committee: Local Development Plan Task Force

Year: 2020/2021

Dates of Meetings: 13 July 2020, 14 September 2020, 2 November 2020, 11 January 2021, 8 March 2021.

Topic	Lead Officer	Requested by Officer/Member
13 July 2020		
Nomination of Chair and Vice-Chair	Democratic Services	
Terms of Reference		
Thurrock Local Plan Infrastructure Baseline Report (Presentation from Arups)	Sean Nethercott	Officers
Thurrock Local Plan – Next Steps Update	Sean Nethercott	Officers
Work Programme	Dem Services	Standing item
14 September 2020 – CANCELLED		
Design Charrettes	Sean Nethercott	Members
Work Programme	Dem Services	Standing item
2 November 2020		
Thurrock Charette Process - Briefing for Members and Service Leads	Sean Nethercott	Members

Work Programme

White Paper Planning Reforms	Leigh Nicholson	Officers
Sustainable Travel and Movement in Thurrock - Transport Strategy Refresh Update	Sean Nethercott	Members
Work Programme	Dem Services	Standing item
11 January 2021		
Update from Arup	Sean Nethercott	Members
Work Programme	Dem Services	Standing item
8 March 2021		
Work Programme	Dem Services	Standing item
TBC		
Sports Facilities – Grays Athletic FC		Members