



BULPHAN

THURROCK STAKEHOLDER CHARRETTES & PUBLIC DROP-INS

DEC. 2021 - MARCH 2022



THE
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FOUNDATION



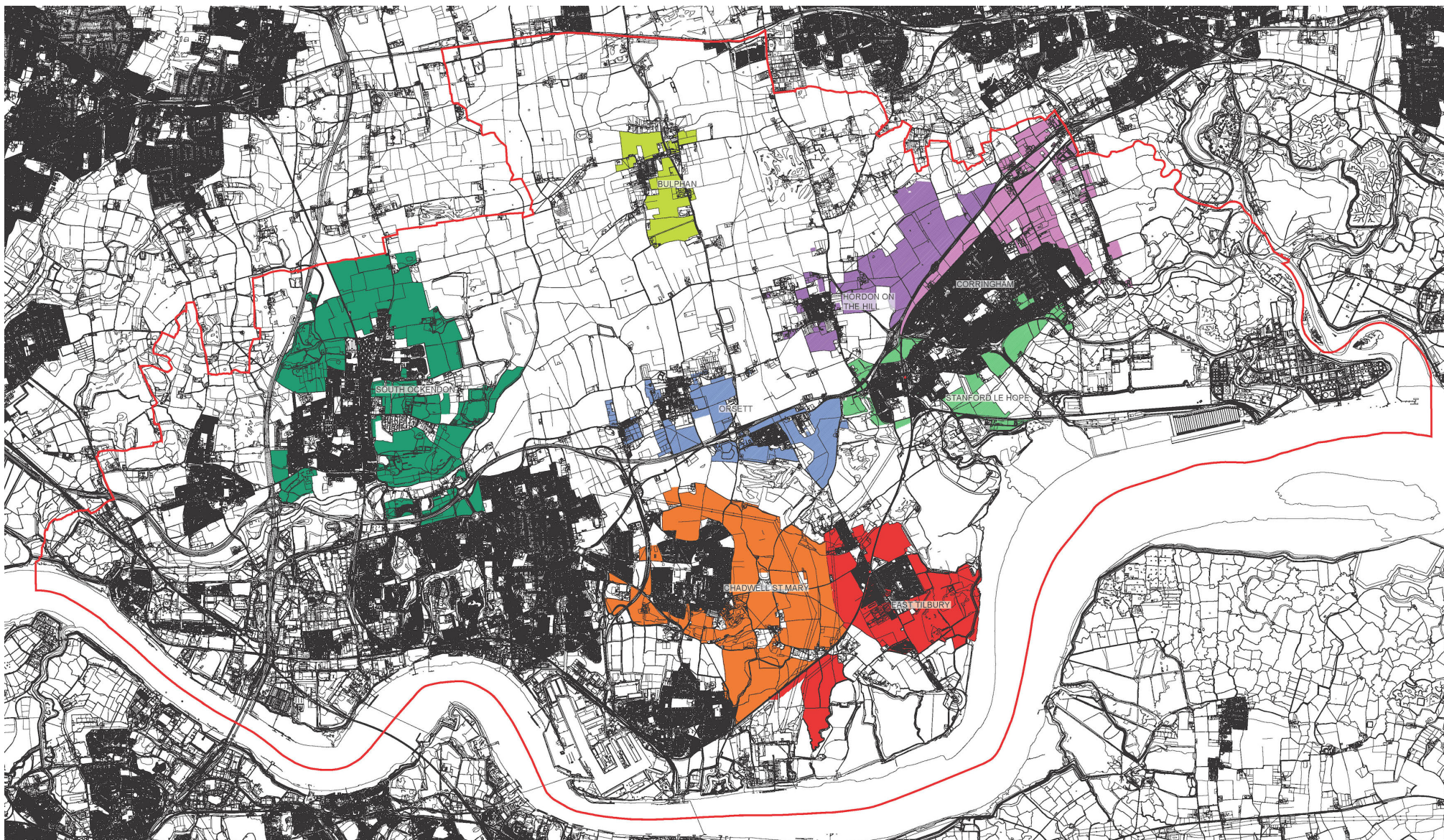
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Registered Office: Dumfries House near Cumnock, East Ayrshire, KA18 2NJ
T +44(0)12 9042 9916 | F +44(0)12 9042 5464 | W princes-foundation.org

CONTENTS

INTRODUCTION	5
OVERVIEW	6
Landowner workshop summary	6
General public engagement	7
Community Stakeholder Charrettes	8
Charrette Agenda	9
CHARRETTE OUTPUTS	10
S.W.O.T Analysis	11
Breakout Group 1	12
Breakout Group 2	14
Overview of public drop-in process	16
Saturday drop-in record	20
Consolidation Plan	22
CONCLUSION	25
APPENDICES	26

LIST OF ABBREVIATIONS/ACRONYMS

BIMBY	Beauty in my Backyard (PF's community empowerment toolkit)
Chat	Microsoft Team Chat Function
CVS	(Thurrock) Community and Voluntary Services
DCO	Development Consent Order
IMC	Integrated Medical Centre
MRT	Mass Rapid Transit
LTC	Lower Thames Crossing
NH	National Highways
SAM	Scheduled Ancient Monument
SEE	South Essex Estuary (Park)
SuDS	Sustainable (Urban) Drainage Systems
SHMAR	Strategic Housing Market Assessment Report
TC	Thurrock Borough Council
TCAG	Thames Crossing Action Group
PF	The Prince's Foundation
YPYV	Your Place, Your Voice (Thurrock community consultation)



Thurrock borough with the Call for Sites land from each designated area highlighted

INTRODUCTION

Following a pilot event in Aveley in early 2020, The Prince’s Foundation (PF) was welcomed by Thurrock Borough Council to work alongside them in developing and implementing an engagement process for their Local Plan in which communities would be engaged at the earliest stage of the planning process - the aim being to make the public’s involvement proactive, in the formation of the Local Plan, rather than reactive at the stage of determining planning permissions for development.

This process builds on previous ‘Issues and Options’ and ‘Your Place, Your Voice’ consultations which took place in 2018/19. This identified nine key areas where there is potential for growth and investment, which supports the aspirations of existing communities. Following the pilot in Aveley the latest process focussed on the remaining eight areas. They are (also shown left):

Bulphan	South Ockendon
Chadwell St Mary	Orsett
Corringham	Hordon on the Hill
Stanford-le-Hope	East Tilbury

Thurrock Council also recognises that there is scope for growth in other areas across Thurrock, including but not limited to North Grays, the Lakeside Basin, Purfleet, North Stifford, Grays Town Centre and a potential new settlement at West Horndon. It is understood that plan-making and consultation exercises will be undertaken for these areas in the future.

Thurrock is a unique borough with a special relationship to London and the Thames, significant industrial and logistics activity, and varied natural, ecological, and historic context. The borough has substantial housing targets, which form the basis of the discussions around growth that follow. The challenges to creating a successful Local Plan for the borough, with buy-in from the community, are many and with this in mind, The Prince’s Foundation outlined an engagement that entailed:

1. An internal Thurrock Council workshop to examine the borough in its entirety and to share department-specific information.
2. A series of charrettes* with the landowners who submitted land in the Call for Sites process 2019. (For information outlining what a Local Plan is, and also on the Call for Sites process please refer to the technical briefing summaries on both subjects which can be found in the appendices.)
3. A series of charrettes with key stakeholders/community representatives.
4. Online information including dedicated website, virtual exhibition room, interactive BIMBY survey (refer to page 7), online activities, social media engagement and open public drop-in sessions.

This document records the last two stages.

TIMELINE

7 December 2020	Strategic Borough Workshop
7 & 10 Dec. 2020	Council Members Briefings
9 December 2020	Borough-wide online BIMBY survey launched
12 Jan. - 1 March 2021	Landowner Charrettes (eight areas, one workshop per week)
April 2021	Initial findings fed into site assessment and strategic borough plan work
Summer 2021	On-going online consultation
Dec ‘21 to Mar 2022	Community Stakeholder Charrettes and Virtual Public Drop-ins (eight areas, one per week)

We foresee this report as being a key piece of evidence base informing the Local Plan. However, the Local Plan process is still at an early stage. Thurrock Council and its partners are working on various other studies and will be undertaking additional consultation exercises to inform policies and allocations in the emerging Local Plan. It is important to remember that this report, together with those for the other eight identified focus settlements, is not the draft Local Plan.

* a concentrated and collaborative session of design and dialogue

OVERVIEW

LANDOWNER WORKSHOP SUMMARY

Prior to the commencement of the individual settlement landowner workshops, a virtual ‘strategic borough-wide workshop’ was held on December 7th 2020, to set the foundations for all of the initial planned engagement work. The aim was to share strategic, borough-wide information in order to make all the professionals involved aware of the key issues across Thurrock and, in doing so, set the basis for a collaborative, well-informed, and effective process.

The council’s officers and consultants were assembled and asked to distil the key information and issues from their departments which were relevant to the Local Plan. This dissemination was seen as useful for both The Prince’s Foundation and consultants as well as the council themselves, as it offered a rare cross-department view of the borough.

Then, from January through to March 2021, a series of charrettes were held with Thurrock Council staff and landowners (and/or their representative agents) who had submitted land in the Call for Sites process held in 2019. The sessions were facilitated by The Prince’s Foundation, with help from their transport consultant Andrew Cameron, and logistics by Thurrock’s communication consultant, Snapdragon Consulting.

The charrettes focussed in on each identified growth area in turn (as outlined on the Introduction above), gathering specialist information from council

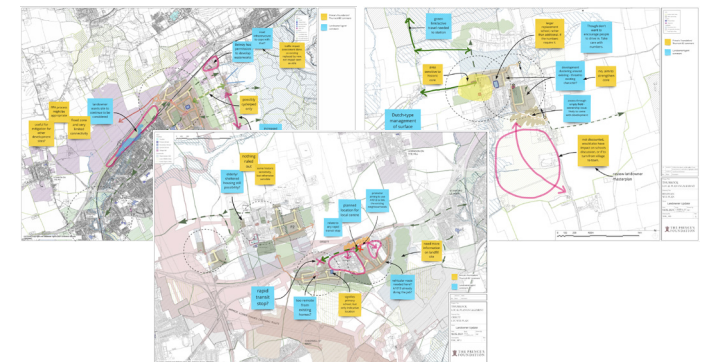
department leads and landowners, many of whom have detailed knowledge of their sites’ potential and constraints. The aim of having the landowners and council departments together in this forum was also to encourage a wider place-making conversation, rather than a focus on specific sites, and to encourage connected thinking in relation to broader issues such as infrastructure and adjacencies.

Each of the eight charrettes followed the same format. Due to Covid restrictions at the time, they were all held fully virtually, on Microsoft Teams, rather than in person. The workshops followed the same format (as outlined on page 9): with technical briefings followed by Q&A; virtual site tour; afternoon interactive workshop (in groups); feedback and final discussion. The sessions followed the order as below during 2021:

12 January	Bulphan
19 January	Chadwell St Mary
27 January	Corringham
01 February	Stanford-le-Hope
08 February	South Ockendon
15 February	Orsett
22 February	Hordon
01 March	East Tilbury

A report on the process and outputs was prepared for the council, then all outputs set aside in order to approach each settlement afresh in the stakeholder engagement and public drop-ins.

A follow-up session with the landowners and agents was arranged for the 18th May 2021, led by Thurrock Council, Snapdragon Consulting, and The Prince’s Foundation. It served as a forum to regroup after the completion of all of the charrettes, present the consolidated plans, and provide an opportunity to discuss any updates and further Q&A. This was again held virtually and each settlement was given an hour’s slot over the course of the day. The results of this feedback day form part of a separate report consisting of a series of minutes, a PowerPoint presentation, and spatial notes drawn onto the plans live during the session. This information was issued to Thurrock Council at the end of May 2021.

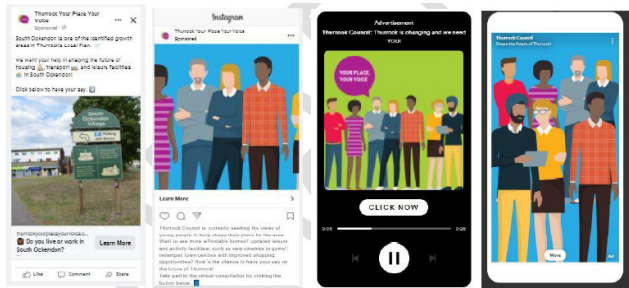


OVERVIEW

GENERAL PUBLIC ENGAGEMENT

COVID-19 IMPACT

It was originally hoped that all engagement could be done in person, but the entirety of this commission was in the end carried out through an ever changing Covid-19 landscape. The first stakeholder workshop and drop-in was held in person with social distancing and ventilation measures in place. The remainder of events were, however, held virtually due to the rise in Covid cases following the Christmas 2021 period. As the events had already been postponed several times (attempting to adapt to ever-changing government guidelines), the decision was finally taken to proceed with a fully virtual programme rather than lose more community engagement time and mindful of the need to complete the process in order to dovetail with the local plan timetable. The team therefore needed to rely more on its digital tools, which were improved and relaunched as described on this page.



Selection of social media adverts used throughout the process

ENGAGEMENT METHODS

For the first phase of consultation, a project website was prepared with online survey, an informational leaflet, social media posts, social media adverts, a newsletter issued to residents in Thurrock, and press releases all promoting the online survey.

For the second phase of consultation, the online survey was relaunched in a different format, following the lines of the BIMBY exercises (rating your area, mapping quality of place, essential qualities of place, and characterisation - see next page for more detail). Social media posts and adverts, a leaflet, a newsletter banner, and website updates were all used to publicise the updated and relaunched survey.

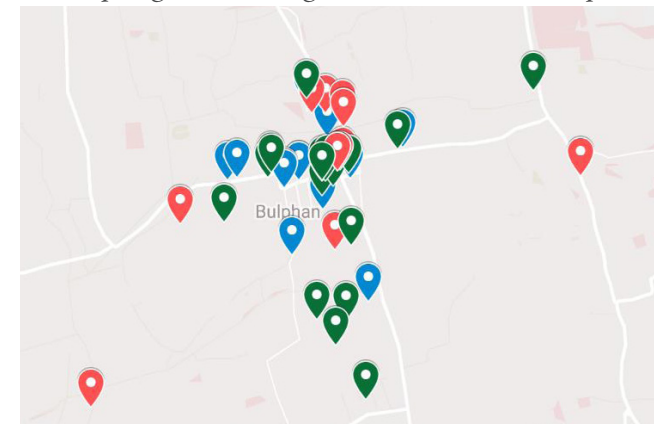
In addition to the materials produced to advertise the consultation, materials were also prepared to be displayed both in person and online providing further details. Area-specific information on topics such as flooding, education, health, and transport; Local Plan guides to explain the process; and area guides to highlight the different challenges faced by each settlement that the Local Plan would seek to tackle were made available on exhibition boards and in a virtual exhibition room on the website.

SUMMARY OF RESPONSES

51 people completed the main BIMBY survey for Bulphan. 82% of respondents are concerned about climate change, and suggested actions included stopping the Lower Thames Crossing and more recycling. 11 people left positive comments about the strong rural economy in Bulphan.

57 pins were dropped on the online mapping software with comments which included: positive notes about the village feel of Bulphan; concerns over quality of pathways; unsafe crossing at A128/Bulphan bypass; issues with narrow lanes creating unsafe conditions; positive comments about the village shop/hall; and positive comments about Bulphan school.

For full details of all methods of engagement, the process undertaken and a breakdown of online survey results see the *Snapdragon Consulting - Public Consultation Report*.



Right: Bulphan online survey results for Mapping Quality of Place

OVERVIEW

COMMUNITY STAKEHOLDER CHARRETTES

From December 2021 through to March 2022, a series of charrettes was held with local stakeholders - community group representatives and landowners/agents of sites put forward for development - alongside Thurrock Council officers. The sessions were facilitated by The Prince's Foundation, with help from their transport consultant Andrew Cameron, and logistics by Thurrock's communication consultant, Snapdragon Consulting.

The charrettes focussed in on each growth area, gathering specialist information from council department leads which would then feed into group workshop sessions with live co-designing activities looking at suitable places for sustainable growth in each area.

The specialist local knowledge of the community representatives in these sessions would feed into the council's knowledge-base about local concerns and needs and shape discussions and decisions about the Local Plan and land allocation.

Each of the eight charrettes followed the same format. The first was a hybrid event held in person and online, and the remainder were held virtually, on Microsoft Teams*.

** due to the rise in Covid cases late in 2021.*

BIMBY

The Prince's Foundation BIMBY (Beauty in my Back Yard) process was used as the basis for engagement with stakeholders and the local community throughout. The BIMBY Toolkit draws on over 20 years of PF experience and knowledge in creating sustainable, vibrant communities, and aims to ensure that new developments tie in with local preferences and needs. It has been developed specifically to help communities engage in local and neighbourhood planning. It essentially follows three simple processes:

- **Getting to know your area:**
 - mapping the quality of place
 - rating your area
 - SWOT analysis of the area
- **Identifying sensible sites for development**
 - Review Principles of Good Placemaking
 - agree together guiding placemaking principles
 - defining the five essential qualities of place
- **Determining building types and character**
 - jointly review good examples of local buildings, materials, details etc.

The output is an emerging vision of potentially acceptable development which is created with community stakeholders and the public that should serve as a reference to designers and which can inform the emerging Local Plan. Note that the final characterisation piece has not been completed and is therefore not part of this report.

CHARRETTE DATES (2021-2022)

7 December	South Ockendon
11 January	Horndon on the Hill
17 January	Stanford le Hope
25 January	Corringham
31 January	Orsett
08 February	East Tilbury
22 February	Bulphan
28 February	Chadwell St Mary

This charrette record contains the following:

- S.W.O.T. analysis
- Outputs from the workshop breakout groups with community representatives
- A consolidated plan for the settlement - a synthesis of the results from each of the breakout rooms
- A summary of the public drop-in feedback

Appendices including:

- A short summary of the technical briefings given, with key points and diagrams extracted
- Morning Q&A session
- Virtual site tour
- Afternoon Q&A session

OVERVIEW

CHARRETTE AGENDA

9:30	Introduction and Welcome	Paul Sallin (<i>Place & Infrastructure Manager, TC</i>)
9:35	Thurrock Local Plan	Laura Pattison (<i>Principal Planning Policy Officer, TC</i>)
9:45	Enquiry by Design	Ben Bolgar (<i>Senior Director, The Prince's Foundation</i>)
10:00	Technical Briefings on Key Subject Areas:	
	Historic Development	Paulette McAllister (<i>heritage consultant</i>)
	The Settlement Today - Built Environment	Amy Linford, Alec Scragg and Nada Elfeituri (<i>Senioe Design Officers, TC</i>)
	The Settlement Today - Natural Environment	Steve Plumb (<i>landscape/ecology consultant</i>)
	Housing Need	Ryan Farmer (<i>Housing Strategy Manager, TC</i>)
	Health, Wellbeing and Communities	Sue Bradish / Karen Balthasar (<i>Public Health, TC</i>)
	Economy	Zoe McAden (<i>Senior Planning Officer, TC</i>)
	Education	prepared by Lizzie Williams (<i>Senioe Planner, ARUP</i>)
	Flood Risk and Drainage	Remsha Mohammed Remla (<i>Senior Flood Officer, TC</i>)
	Transport	Julian Howes (<i>Highways, TC</i>) and Richard Latcham (<i>transport consultant</i>)
	Community Engagement and Outcomes	Lauren Whipp (<i>Snapdragon</i>)
	Lower Thames Crossing*	Chris Stratford (<i>planning consultant</i>)
11:10	Q&A and Discussion	led by Ben Bolgar
11:30	<i>Short Break</i>	
11:45	Virtual Site Tour	Amy Linford and Alec Scragg
12:30	<i>Lunch break</i>	
13:30	Workshop	Groups led by Ben Bolgar, Kim Hitch, Sarah Robinson, Deirdre Connell (<i>PF</i>) and Andrew Cameron (<i>PF transport consultant</i>)
15:15	<i>Short break</i>	
15:25	Feedback session	led by Ben Bolgar
16:25	Close and next steps	Paul Sallin

* Lower Thames Crossing briefings were only given at the charrettes of those settlements most closely effected.

CHARRETTE OUTPUTS

Held 22 February 2022 as a virtual event. Attended by 21 team members (the Prince's Foundation, Thurrock Borough Council staff, and consultants), three community stakeholders, and three landowners/agents.



CHARRETTE OUTPUTS

S.W.O.T. ANALYSIS

Information delivered in the technical briefings, from the Q&A, discussion and virtual tour (refer to appendices at page 26 onwards) has been summarised and distilled in the following S.W.O.T. analysis.

STRENGTHS

- Heritage – listed buildings dotted throughout area: Grade I listed church St Mary; Olde Plough, 17 Grade II listed buildings; two scheduled ancient monuments (to east and west).
- Rural vernacular character.
- Active community – 20 clubs including community café, forum, outreach.
- 95% of those surveyed regularly talk to neighbours.
- Nice views across the fens.
- Well-used park.

WEAKNESSES

- Some very big houses with high walls, which are incongruous with village character.
- Introduction of out-of-character and synthetic building materials.
- No health services in the village: GP surgery closed, no dentist, no pharmacy.
- A128 road is unfriendly to pedestrians.
- Many hedgerows have been lost.
- Although surrounded by countryside, there is limited access to it because much is in private and worked

land.

- Really only one road leading west from the church, with a few branching further out.
- Very little council-owned housing in this region of Thurrock.
- Poor community transport links.
- Low employment opportunities.
- Rat-running, particularly heavy goods vehicles, on east-west route (probably avoiding A13)
- Split by A128.
- Fly tipping and litter reported by residents.
- Concern over anti-social behaviour.

OPPORTUNITIES

- Create a list of local heritage assets alongside English Heritage's list – not as a constraint to change, but to acknowledge and appreciate the built heritage.
- Core of village could be enhanced through design and use.
- Landscape restoration – creating meadows, restoring fenland, re-growing hedgerows.
- Included in Thames Chase Community Forest, which looks at environmental improvements.
- Create improved links – ecological, landscape, and walking/cycling.
- Improve non-car transport and potentially:
 - Close smaller routes to through traffic
 - Downgrade A128 running through the village

- Improve crossing facilities at the A128

THREATS

- Flooding - surrounded by flood plains to the north, west, and south. Serious flooding in village as recent as 2021.
- Loss of high grade agricultural farmland to development.
- Affordability of a home: 2015 – 2020 high house price increase for buying and renting
 - 36.3% increase in house prices in Orsett Ward
 - Many people priced out of buying
- Bulphan Primary school is over capacity and the two others in the ward have limited capacity.
- Secondary Schools – Bulphan in central area – all but two schools due to be over capacity by 2025.
- Climate change – residents request to plant more trees and stop the LTC.

CHARRETTE OUTPUTS

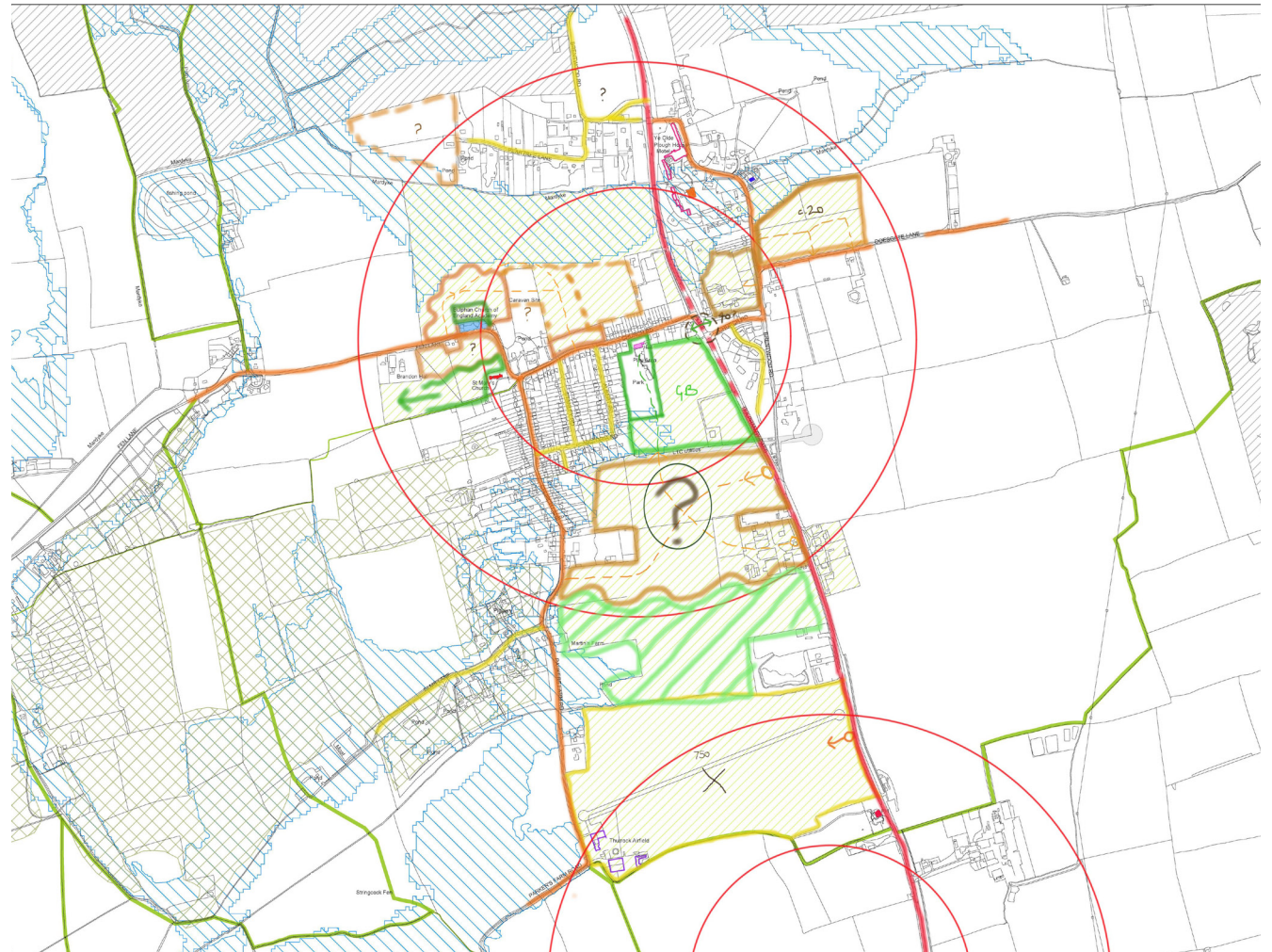
BREAKOUT GROUP 1

GROUP MEMBERS:

- Andrew Cameron, for the PF - Group lead
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Public Health
- Thurrock Council Officer - Landscape
- Thurrock Council Officer - Flooding
- Community Representatives:
 - Councillor
- Landowner/agent:
 - Countryside - site east of Bulphan between A128 and Church Lane

KEY DISCUSSION POINTS:

- Concerns about solar farm – visual impact, loss of farmland, local environmental impacts (e.g. batteries) and glare in relation to airfield.
- A128 identified as the 2nd most dangerous road in Essex.
- Cllr thought the idea of local amenities/infrastructure as part of the development package would definitely make development more acceptable, within reason.
- Landowner/agent suggested a certain quantum of homes was needed to sustain local facilities.
- Cllr suggested the nursery be discontinued as there weren't enough children, though other facilities were proving sustainable, including the shop and community hall.
- Development to north was perceived more favoura-



bly.

- Cllr supports walkability principles but is resistant to calming A128 too much, as it could result in increased congestion and pollution.
- Some sense that locals don't mind development which was out of sight, i.e. not in amongst existing development, such as on the other side of the A128. Others in the room mentioned that this view represents a sustainability challenge, which the group tried to address, e.g. which sites close to the centre might be more acceptable.
- The north-western potential site area appeared to have support if it brought community benefits e.g. an extended school for locals. In this area, there is a gap between sites submitted as part of the Call for Sites, though the landowner might be approached to provide better linked growth in this area.
- There was concern that increasing the size of Bulphan School wouldn't necessarily benefit Bulphan as, being a church school, the selection criteria attracted children from outside the Bulphan area.
- Development further to the north off Peartree Road site was also mentioned, though it was said that the centre wasn't very walkable from there.
- The site to the south of Church Road and east of the recreation ground has already been heavily resisted locally and the planning application was rejected (upheld on appeal).
- Development on the airfield was seen as too big and too far from the centre.
- Small-scale development to the rear of the church might be seen favourably, though it would be important to maintain its relationship with surrounding countryside with regard to views etc.

CHARRETTE OUTPUTS

BREAKOUT GROUP 2

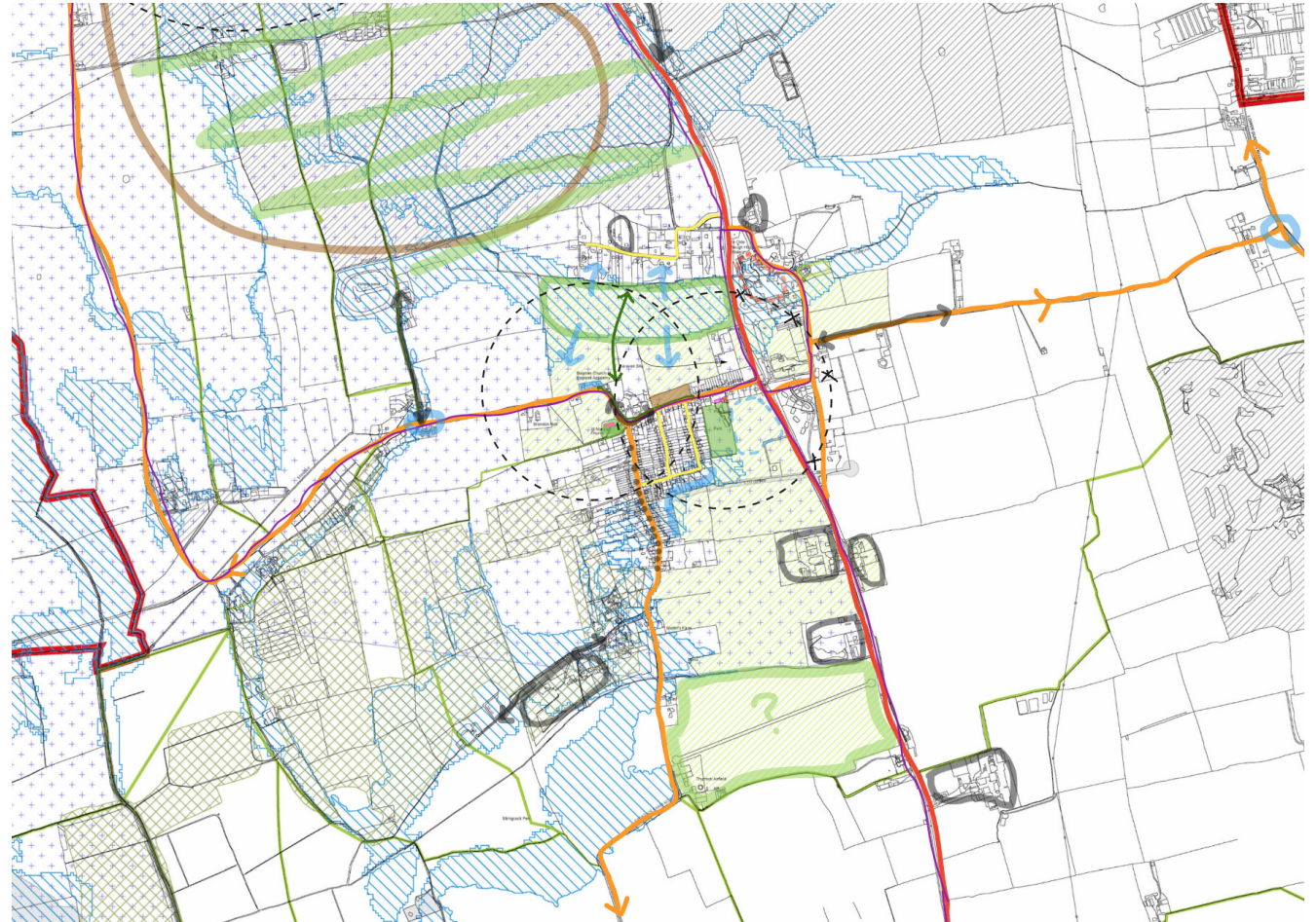
GROUP MEMBERS:

- Sarah Robinson, for PF - Group lead
- Deirdre Connell, for PF - Assistant Lead
- Thurrock Council Officer - Design
- Thurrock Council Officer - Transport
- Thurrock Council - Flooding
- Thurrock Council Officer - Planning
- Community Representatives:
 - Community forum/ WI
- Landowner/agent:
 - Icen

KEY DISCUSSION POINTS:

Existing

- Victoria Road, Albert and Stanley Road - all un-adopted - and full of potholes. But people don't want it adopted as it stops a circular route.
- West Horndon - bus route. One going on to Brentwood, and one down to Greys - via Orsett. None on Sunday and Saturday less frequent. No service in the evenings.
- Difficult to get to Corringham IMC via public transport - would be a bus and train - approx. 2 hours.
- Elms Lane - factory and some horses - so lots of HGV's.
- Church Lane - lots of cars on the road - makes it tight.
- Outside the church - the HGV can't turn the corner without going on to the opposite side of the road. HGV's go up China Lane to access grain stores.



- Doesgate Lane, lots of damage to verges.
- On occasion, China Lane junction and the railway bridge at West Horndon flood, so you can't get in or out of the village.
- Quite a lot of the business are expanding further along their existing plots.
- The service station has put in an application for 5 or 6 houses on site.
- The hall provides main post office services.
- Ironing parlour next to hall.
- The park is a field in trust, which includes the play park. Green at the churchyard is well used.
- Lots of different uses of the hall - 800 different sessions a year.
- Toddler club starting back up on a voluntary basis - 1 morning a week. There used to be a pre-school; struggled to have enough children to be viable economically.
- Had planning permission to extend the school by one classroom - but it lapsed. Intake number is 12 per year. 50% in some years come from out of catchment.
- Often a 2 form entry school is proposed because it is determined nationally. Usually it is not economically viable to build just a 1 form.
- Add surface water envelope on the map to see flow of surface water from east to west.
- By 2040 the water will be at a height where people will be looking to relocate. Can build houses on stilts but not roads.
- Could there be a wetland to the north of Church Lane (peatlands etc. - Environmental Act 2021 - funding could be tricky - carbon crediting) - sacrifice it, and have a boardwalk through it.
- Most of the land is owned by the same three farmers.
- The land to the north of the school has been submitted for 630 homes.
- Suggest innovation resilience funding.
- If get rid of the airfield, will be hard pressed to get another one in Thurrock. Expecting the forum members to register the airfield as a community asset. Will also look for a formal housing needs survey. Could be one of the first airfields for small electric planes which do short hops. Though note that could generate a lot of road traffic.
- Used to have a part-time doctor come to the village. Feeling that the village could resolve issue better than developers.
- Development to the side of the park by the hall - good walkability but it floods and the surrounding houses are concerned it would push water to them as well.
- Flooding and health access a real issue if the village grows.

Potential Growth

- Extend the council houses along Church Lane to the west. Linear development. Good to extend the pavement, especially by the school. Improve safety. Felt that the existing terrace was very much in the Bulphan character and therefore would probably be accepted/welcomed.
- Hard to get any access onto the A128. Discussed reducing speed limit across a specific section but concern from transport engineer that it would be inappropriate for the type of traffic using it.

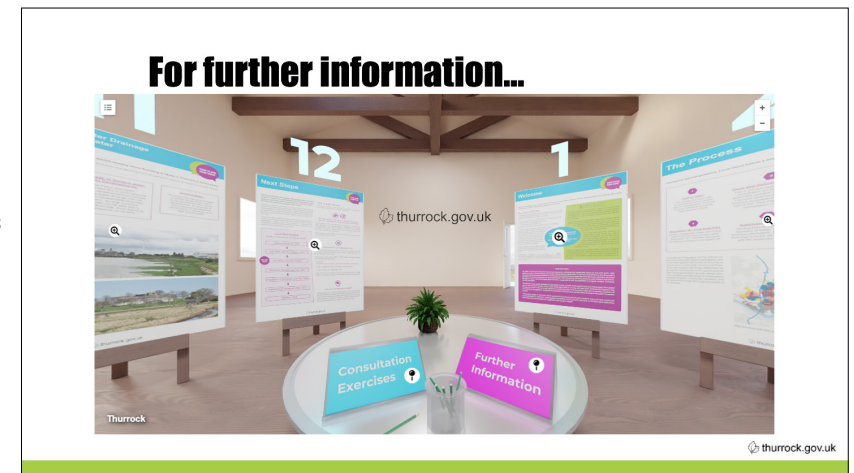
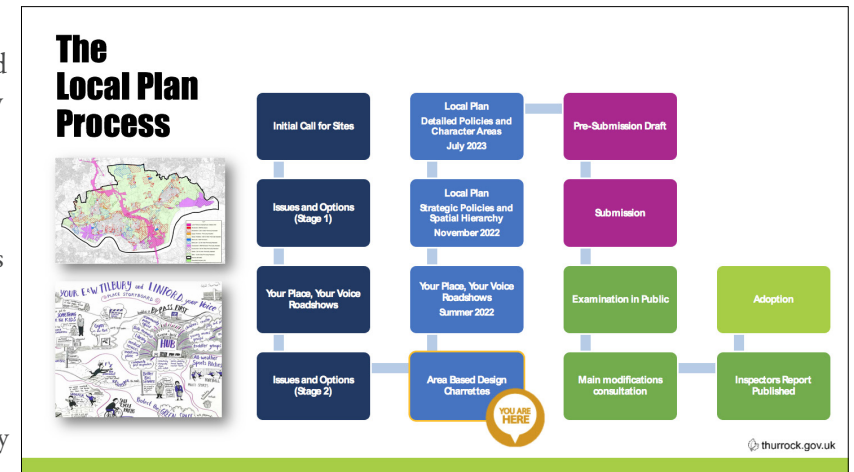
OVERVIEW OF PUBLIC DROP-IN PROCESS

As the charrettes are invite-only - to keep numbers manageable and ensure those participating represent a sector of the community, rather than individual interests - open public drop-ins were also held for each settlement. These sessions aimed to engage the wider community, welcoming all residents to learn about the Local Plan process and the levels of growth expected in the borough, and to have their say on what they would like to see occur.

The events were planned as physical drop-ins at community facilities in each settlement - one on the evening following the settlement's charrette and the one on the following Saturday, to maximise opportunity for participation. This was done for the first settlement, South Ockendon, but as mentioned, was subsequently moved online. This decision was made due to the impact of Covid-19 and its rising infection rates along with ever changing guidelines for public interaction, and the desire to ensure safety throughout. The engagement exercises were made available through the Your Place Your Voice website and virtual drop-ins were held, again on Microsoft Teams. Reflecting the in-person arrangement, two evening sessions at (6-7pm and 7:30-8:30pm) were held following each charrette and three Saturday sessions (at 11am, 12:30pm, and 2pm) (i.e. five time slots per settlement, 35 total.)

The virtual drop-ins comprised:

- An overview of what the Local Plan is and the process currently being undertaken by Thurrock Borough Council to form it
- A brief presentation from Snapdragon on the Your Place Your Voice website and the information and engagement exercises available there
- **Top Priorities**
 - Presentation of the local feedback received thus far through the online survey
 - Opportunity for those present to share thoughts, concerns, and ideas for improvements in their area
- **Charrette Plans**
 - Presentation of the sketch plans done during the charrette and, on Saturday, an initial consolidated plan, based on feedback at the midweek evening sessions
 - Opportunity for those present to comment on the plans



CHARRETTE OUTPUTS

EVENING DROP-IN SESSIONS

The virtual open public drop-in sessions, as outlined in Section 1.2, were held in the evening following the charrette and on the following Saturday. Key discussion points were as follows.

(Q=question; A=answer; C=comment)

SESSION 1, 6PM, 22 FEBRUARY 2022

(5 public attendees)

Top Priorities

Q - Thurrock (but not Bulphan) resident: (Regarding the survey results presented) Surprised to see the comments included things further afield - like Coalhouse Fort, and people claiming sufficient access to shops, etc. Bulphan doesn't have a pub, etc. - maybe that was intentional.

A - Council: Thinks that maybe it is because people like it kept as a small village.

C - Resident: Wanted to make a point about access and linking any development with the exiting village in a way that's sympathetic to pedestrian users and cyclists and not creating an enlarged village which is purely reliant on the car. A128 is a divide in the village. Quantity and quality of access.

Q - PF: Could we reduce the speed on the A128 through the village?

A - Council Transport: Need to consider what the road is used for. Would it be suitable as a multi-function route?

Probably not – it is a car route and should respect what it was designed to be. West Horndon train station isn't too far away - could we get links there, and links to Orsett including cycle green ways? Also must consider strategic public transport links. Thurrock is well provided for east - west but not north - south. There is access to Crossrail, a link to Brentford, and access down to Tilbury for the Clipper service. There is potential for a certain amount of growth to stimulate those improvements.

Q - Council: A number of farms are diversifying business and are causing large vehicles to use roads that weren't intended for such traffic. Could a weight restriction be imposed to restrict the scale of the vehicles at certain locations?

A - Council Transport: Experience has shown that weight limits are not followed; responsibility then falls to the police, who may not have the resources to enforce them. There are opportunities to make improvements. Could possibly use camera enforcement if the power is given to local authority from central government - that could be two or three years away. Prioritisation of roads can also be done; sometimes there is opportunity to close roads off. But then must find another way to move the traffic. If farms need to diversify, planning may only be able to do so much.

Charrette Sketch Plans

The PF team presented the sketch plans produced by the community stakeholder charrette groups earlier in the

day and welcomed comments.

Q - Resident: Council said they would like more feedback on the gated communities that have been built in the area - perhaps that's something that people can feed in on.

A - Resident: What people in the village would like to see is more affordable housing, not necessarily gated neighbourhoods. Would like housing that can accommodate people who have been brought up in the village. Also, the intensity of the traffic along Lower Dunton road and Doesgate has lately become unbearable. It is dangerous. The roads feeding into the A128 aren't built for the amount of traffic now using it. If you continue to build on [the east] side, how will the road cope with the traffic?

A - Resident: Doesn't think that we should be creating gated communities - personally very much against it.

Q - Resident: Siting development adjacent to existing roads may give the impression of good access for traffic, but that is not necessarily the case [as junctions, or safe junctions, cannot always be made]. Pedestrian and cycleways could be added to run parallel to roads perhaps [if cannot be fully integrated on same road, such as the A128]?

A - Council Transport: The golf course development [Dunton Hills] near West Horndon station is not a very good sustainable option in its current form. Although it is over the Thurrock boundary, the Council is looking at the impact on Bulphan. The developers are proposing three major junctions onto one road, which is not viable.

EVENING DROP-IN SESSIONS CONTINUED

They are not proposing any onwards connections for pedestrians and cyclists. Seem to be expecting everyone to take the train. Connectivity outward is important.

C - Resident: There have been a number of fires and resulting smoke from the industrial sites on the A128. If housing is proposed nearby, the activity there would need to be looked into. One is a recycling site.

Q - Council Transport: Council has integrated transport funding to investigate traffic solutions in Bulphan this financial year and to develop a package of works for future bids. Looking at routing of traffic. What do people think about restricting public car use on Parkers Farm Road (to the west of the airfield) and making it access only (low traffic route) with better public transport provision to encourage cycling and walking?

A: Two residents approve.

Q: What speed restriction do people think there should be in Bulphan?

A - Council Transport: Noted that the average speed camera has recently been installed. Most people drove at above 50mph before the camera. With the camera hopefully there will be a marked improvement of compliance.

SESSION 2, 7:30PM FEBRUARY 22ND 2022
(3 public attendees)

Top Priorities

Q - Resident: (Regarding the survey results presented). Can you be sure they are people who live and work in Bulphan? Could those responding be developers?

A - Snapdragon: It is possible but unlikely. The website (and paper copies) asks for contact details. A post code not required, but can Snapdragon check how many have been giving that information.

Q - Resident: How has Bulphan been chosen for this process? Bulphan is satisfied with things as they are. They would like improvements to the park and walking paths, but the village is surrounded by Green Belt, so why has it been chosen for discussion on development?

A - Council: Do not think Bulphan is seen as high growth area by the Council, but the borough has to plan for the expected growth and some places, like Grays and Thurrock, are so large already, they have limited capacity for further expansion. Bulphan is one of many areas being considered, and others have more potential, e.g. those with train stations. But an important part of the exercise is to hear from people about views like this.

A - Council: Council has housing requirement. First look at brownfield sites, but there aren't enough in the borough, so forced to consider releasing sites from Green Belt. Not just in Bulphan, but all over the borough.

Q - Resident: Who determines that there are not enough brownfield sites?

A - Council: The Council looks at what is available, but most brownfield sites are in use. Thurrock is somewhat unique in that sometimes land more valuable as employment use than residential. A Green Belt Assessment is also held, which rates areas to determine the most valuable zones, and those more suitable for release. Sites won't be released until after assessments and public consultations.

Q - Resident: Is it just Thurrock Council that determines this or does it go to Secretary of State?

A - Council: The Planning Inspectorate (a quango) must decide whether they think the Local Plan is sound before it is adopted.

Q - Resident: Is it a case of so many houses in so many years?

A - Council: The housing requirement is currently set at 1,147 dwellings per year, but that is being reassessed.

Q - Resident: Would the new housing at Lakeside, Chafford Hundred, contribute to these numbers?

A - Council: Yes.

Charrette Sketch Plans

Q - Resident: Aside from flooding, every new house would mean two to four more cars on the existing roads. Bulphan is in a good location so can see why it's looked at, but the traffic will become a problem. In addition, the little Bulphan school couldn't accommodate the growth.

A - PF: All those points are spot on and were discussed during the day workshop. The team is very aware of the need to consider infrastructure alongside development. Growth will impact the existing infrastructure so must be part of the work.

A - Council: Agree and understand the feeling of living in a village and not wanting it to grow. There will always be developers that want to build. The point therefore of the Local Plan to take some control – to make a good argument of how development should happen if it must.

C - Resident:

- Bulphan is already twice as big as it was when moved in.
- Would like to see better foot and cycle paths but extra demand on services and traffic is concerning.
- Will definitely need a bigger school.
- Is the impact on village fair?
- Know we need to have more green transport, but currently too dangerous to cycle to the station.
- West Hordon development looks like a repeat of a plan proposed 20-30 years ago.

C - Council: Park doesn't seem particularly accessible –

only one point of entry. Creating a loop route usually makes places better used.

C - Resident: Have bridle paths but some dead-end or become too dangerous, like at Parkers Farm Road.

C - Council Transport:

- This process is a game-changer for the local authority. We have all seen piecemeal developments which trickle through the system. They are not big enough to bring benefit, critical infrastructure. Developers know how to stay under that threshold. This process allows us to look at the big picture so that development and funding for infrastructure are coordinated.
- A128 is a non-strategic trunk road; it links two strategic roads. Would consider looking into widening it – there are opportunities to improve.
- West Hordon station is one of the best London links in the area.
- Currently have good E-W routes in Thurrock, but poor N-S.
- Exploring Brentwood to Tilbury mass rapid transit.

Q - Resident: What is mass rapid transit?

A - Council Transport: It functions somewhat like light rail; it runs along guided path. Has a designated lane which allows it to achieve fast journey times.

Have space [many key roads not in highly built-up areas] so can consider adding lanes where appropriate. Can look at changing country lanes to accommodate other

forms of transport. Must try to get developers to contribute to these improvements

CHARRETTE OUTPUTS

BULPHAN SATURDAY DROP-IN SESSIONS

SESSION 3-5

11:00, 12:30, & 14:00 FEBRUARY 26TH, 2022

(5 total)

- It was thought there would local resistance to development/intensification off Peartree Lane (10) or at least significant development, it being estimated that only 25% of people living there would support this despite many standing to benefit financially or if wanting to provide for family members. Constraints included the tight private road with limited capacity and flood risk especially effecting backlands to the south.
- It was mentioned HGV traffic was an issue on Peartree Lane relating to the wood yard (Chamber Timber). In itself, it was thought the proposed new access between Peartree Lane and the core village would be welcomed.
- The possible small site to the north of St Mary's Church (8) was disliked for various reasons, including impact on road safety (backed up by the transport officer) and loss of the church's open setting and views from Church Road, for example from the school.
- There was a sense that the possible Church Road frontage site near to the shop (6) might be acceptable to the local community, at least, if not too high density. The adjoining larger site to the north also

raised no local objection in the room except again relating to Fen Lane. The transport officer raised concern about both these sites with regard to access onto Fen Lane and Church Road and said both sites would need to address (junction etc) road safety concerns. There was significant local concern over solar farms existing, approved and proposed to the west, stretching between Bulphan and South Ockendon. Concern mainly related to visual impact and loss of agricultural use or inability to achieve mitigating ecology. Although against the solar farms, it was felt screen planting should at least be improved.

- There would be local support for protecting land from development to the east of the rec (2), though it was unclear whether this much of this land was undevelopable due to flood risk.
- There wasn't much support for development to the east of the A128 (9) due to flood risk and problems crossing the A128.
- Local residents thought that concerns over anti-social behaviour reported in the survey related to fly-tipping, dog fouling and littering.
- An interesting discussion centred on flood risk and how to address this issue. In reference to the government's website (<https://check-long-term-flood-risk.service.gov.uk>), it was suggested that high flood risk should be avoided for all forms of development, though medium-low risk areas might be used for things like car parking. Development on very low

risk zones should be fine within reason. The officer suggested it was particularly important to consider flows. It was suggested that new development up from high-low flood risk zones would increase the size of these zones in practice, though agricultural land converted to re-wilded fens (wetlands) offer increased water capacity and would reduce the size of zones. It was suggested that there was some local resistance to wetlands in the local community due to child safety issues, though others who wanted them and who thought those objecting were being over-protective. The flood officer stated that re-wilded fens wouldn't be a safety issue as water depths weren't significant and most land would only be wet after enough rainfall. The flood officer suggested wetlands could be beautiful places offering carbon storage, flood mitigation, greenery, ecology, wildlife and amenity. The flood officer talked about a flood risk mitigation initiative in the Bulphan area including the idea of wetlands. Residents and officers alike were very enthused by the flood officers vision and wanted to hear more.

- The transport officer raised the idea of possibly filtering traffic on some of Bulphan's country roads (i.e. stopping up all but access to homes, businesses and for public transport), i.e. targeting rat-running and pushing through-traffic onto major roads such as A128. This would help increase road safety on these lanes, and better promote walking and cycling. Locals and officers present appeared to accept that some

might not like this due to reduced convenience, though that most might think it a good idea overall. A concern raised to this approach in other areas has been reduced passing trade to support local shops and services, but this wasn't considered an issue in Bulphan as passing trade related to the nearby A128 which wouldn't be affected.

CHARRETTE OUTPUTS

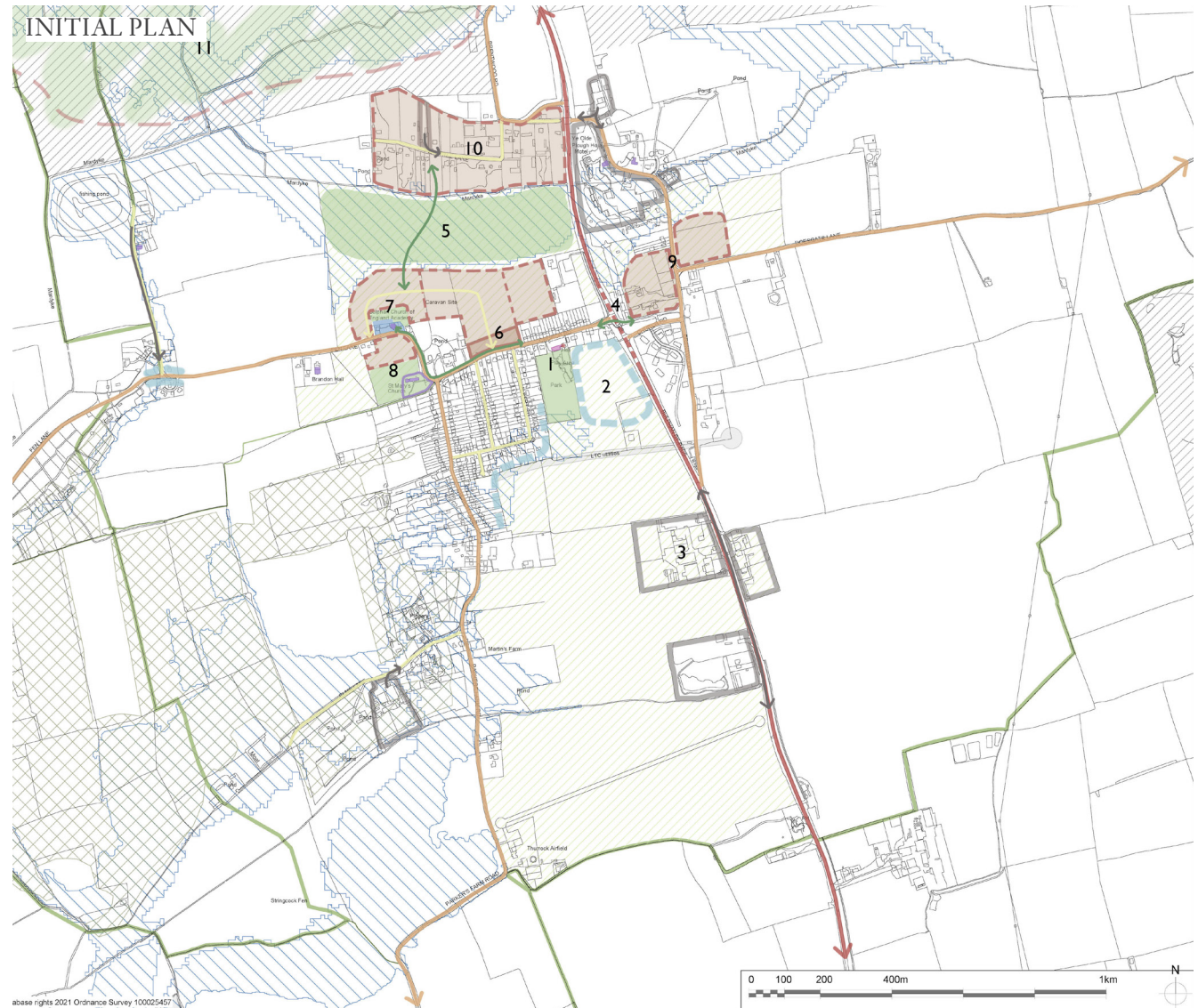
CONSOLIDATED PLAN

Following the charrette, PF drew up a plan consolidating the most common ideas shared by the groups who engaged in the process. This gives a clearer image of the ideas explored and where consensus lay.

The plan was shown at the Saturday virtual drop-in session and subsequently adjusted considering comments made by the public.

Revisions - from the initial plan (right) to the second version (next page) entailed:

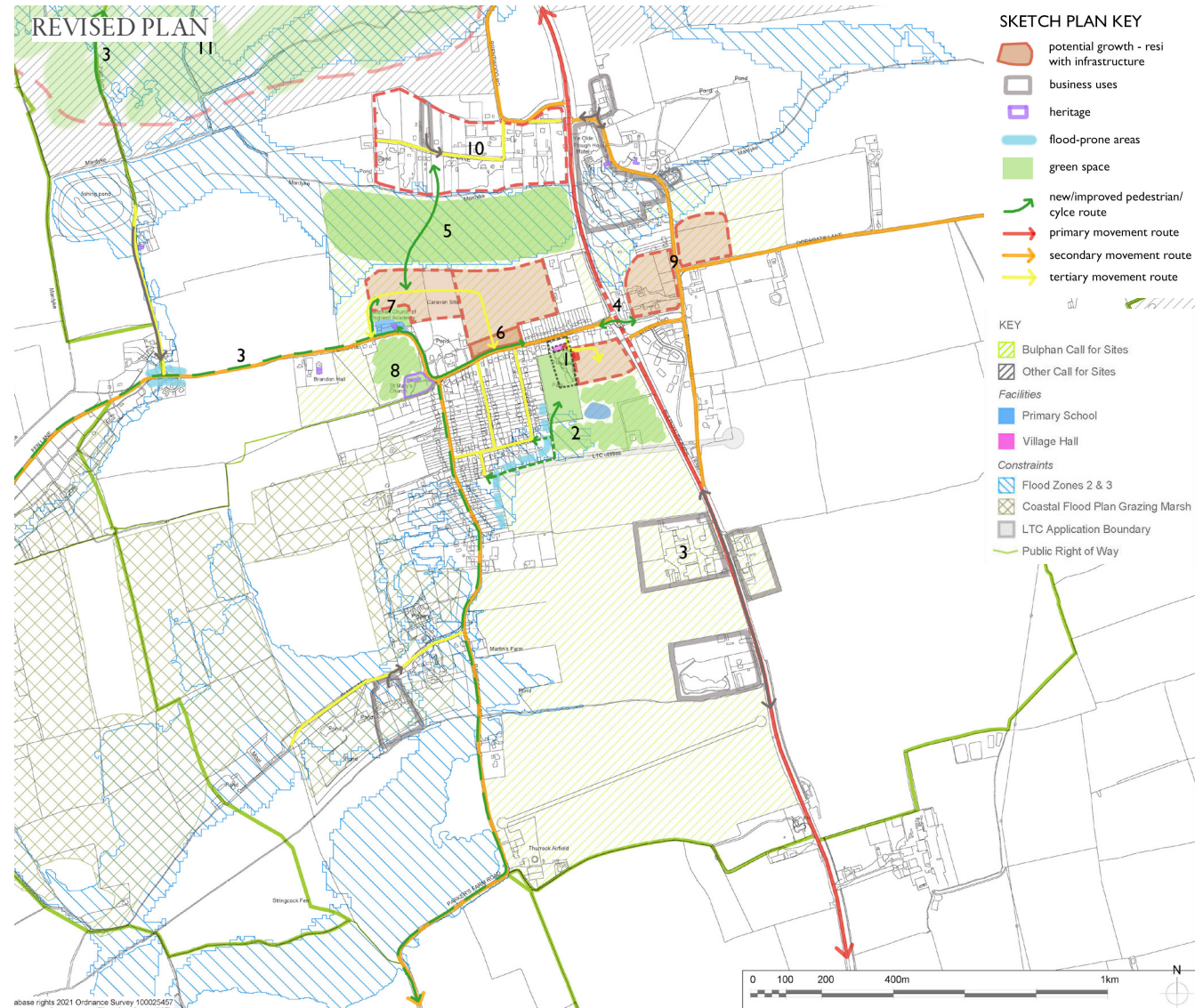
- Removed colour from Pear Tree Lane, as only limited potential for densification
- Proposed potential development north of church omitted due to road safety concerns and desire to preserve church setting
- Reduced extent of development shown around school
- Added speed reduction note at A128
- Signified traffic restrictions/pedestrian/cycle priority along Dunnings Ln, Fen Ln, and Parker's Farm Road.
- Created pedestrian loop by linking park with Victoria Rd.
- Added limited quantum of development east of park to help deliver pub and park improvements



Note: Paler coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p44.

Consolidated Plan Notes:

1. Though small, Bulphan has an active community. The village hall, along with the shop and park adjacent, serve as the core of the village. The park is well-loved but could do with some improvements and the residents have also reported wanting a pub. One idea is to develop the northern portion of the site to the east, including a pub facing the park with parking tucked behind. The village hall could then be replaced at the end of its useful life with a building with more civic presence, the space in front turned into a village square/green/plaza and the equipment in the park rearranged and updated, and the landscaping improved.
2. The private gardens to the south west of the park and the fields to the east experience flooding. Therefore, any development to the north would require mitigation, which could come in the form of re-wilding the rest of the field and incorporating a pond. This would also retain a partial open aspect from the park. A path linking the park and Victoria Rd would also improve access and create a walking loop.
3. Many farms around Bulphan have diversified, using their land for other business uses. This causes some problems on the roads, with HGV's and lorries using small roads not designed for their size and tearing up verges. Measures should be taken to prioritise pedestrians and cyclists on the lanes and a usable active travel route to West Hordon station made.



Note: Paler coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p44.

CONSOLIDATED PLAN CONTINUED

4. The A128 bisects the village and crossing it as a pedestrian is seen as unpleasant and dangerous. Slowing the speed limit to (approx. 30mph) either side of a designated pedestrian crossing would be beneficial - promoting walking and making the two sides of the village feel accessible and united.

5. There is a substantial area of land in Flood Zone 2 south of the Mardyke. An idea was proposed to embrace this and turn it into wetland habitat with a pedestrian route (perhaps boardwalk) linking the Peartree Land and Church Road neighbourhoods.

6. The parcel of land seen as most appropriate for potential development was that along Church Road. It is in a prime walkable location to the village amenities, and if it was to follow the architecture of the houses to the east, would be considered in keeping with the character and form of the village. A footpath to the north side of the road should be included to improve safe access to the school.

7. Bulphan Primary Academy is at capacity so any significant development would likely require an expansion of the school (or an additional school in the planning area). Land for expansion, and potentially some playing fields could be delivered with potential development of the sites to the north-east. Flood risk analysis and mitigation would likely be needed.

8. The grade I listed Church of St. Mary is a precious asset for Bulphan and its rural setting should be respected.

9. Should the traffic calming and pedestrian crossing be achieved, an amount of development on the sites to the east of the A128 could be deemed appropriate, finishing off the already developed areas along Brentwood Road.

10. The idea of subdividing the large plots of interested landowners along Peartree Lane was also mooted. This would create a more efficient use of land – over time, contributing to housing numbers without expanding the village footprint.

11. The proposals for thousands of homes at West Hordon and Dunton Hills were also acknowledged, though they require their own in-depth discussions. West Hordon has a well-connected train station (a key to avoiding car-reliant development), but also sits amongst prime agriculture land and Flood Zones 2-3.

CONCLUSION & NEXT STEPS

The charrettes served as a rare opportunity for Council officers, landowner agents, and community stakeholders to come together and explore, in depth, key areas identified for growth in Thurrock's Local Plan. The public (virtual) drop-in sessions and online consultation activities were a vital complement to the process, both checking the team's work against local perspectives and keeping the public abreast of and involved in the ongoing plan making process.

Thurrock is faced with high housing requirements, large scale economic activity from the Freeport, and substantial impact from the potential Lower Thames Crossing route. Within this context, the charrette process and public drop-ins have brought the Council closer to identifying: the most sustainable areas for development of new housing and local centres; what areas should be protected; and what social, physical, and natural infrastructure should be delivered alongside.

The Council will now use the information and ideas garnered from the charrettes and public feedback. We foresee this report as being a key informant to the local plan. However, the Local Plan process is still at an early stage. Thurrock Council and its partners are still working on various other studies and will be undertaking additional consultation exercises to inform policies and allocations in the emerging Local Plan. It is important to remember that this report, together with those for the other eight identified focus settlements, are not the draft 'plan'.



APPENDICES

CONTENTS

Summary pages of the technical briefings given during the charrette:

- Introduction, Welcome & Local Plan
- Enquiry by Design Process
- Historical Development of the Settlement
- The Settlement Today: the built environment
- The Settlement Today: the natural environment
- Housing Need
- Health and Wellbeing
- Economy - Centres and Ports
- Infrastructure (Education, Utilities, Climate Change)
- Flood Risk and Drainage
- Transport
- Call for Sites
- Community Engagement
- Lower Thames Crossing

Charrette Morning Q&A and Discussion

Charrette Virtual Site Tour

INTRODUCTION, WELCOME & LOCAL PLAN

THURROCK BOROUGH COUNCIL

The charrettes were opened by officers from Thurrock Borough Council. They introduced the process and Local Plan as follows.

INTRODUCTION AND WELCOME

- Thurrock Council is working on a new Local Plan, which will shape growth through 2040
- Currently hosting place-making focussed engagement process facilitated by The Prince's Foundation and Snapdragon
- Thurrock wants to do things differently - design-led and collaborative, rather than the usual 'behind closed doors' process
- Through these charrettes, are looking at design of the built environment
- Built environment includes towns, transport, ports – and how all of these affect the countryside
- Held landowner workshops in early 2021 – now turn of the wider community
- Holding stakeholder workshops (charrettes) for each growth area
- And open public drop-ins – two evening weekday, three on Saturday
- Tried to make sure the process includes wide range of community stakeholders with invites going to local groups
- Outcomes of the day – sketch plans and list of key ideas and improvements for the area - will be presented to the wider public at the open drop-ins

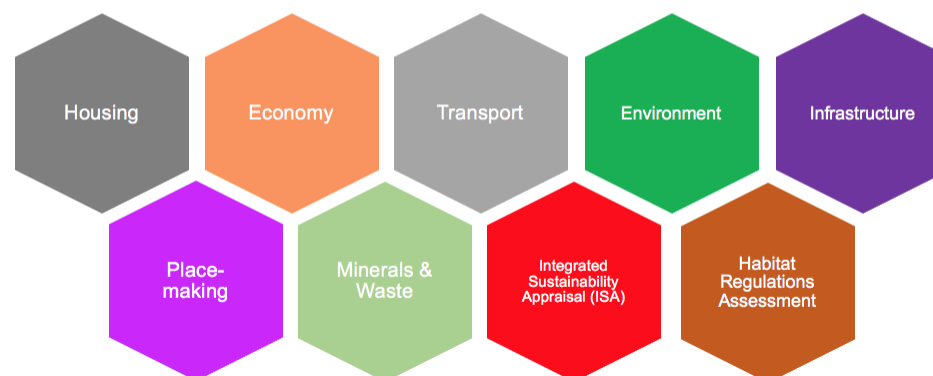
LOCAL PLAN

- Thurrock's current plan is from 2011 and so requires updating
- Will offer the long-term development strategy up to 2040
- Will cover:
 - Where new homes should be built, and how many, what type: affordable, size, special needs, etc.
 - Where new businesses, shops, leisure can go
 - Which areas need regeneration
 - Which areas should be protected from development (due to environmental qualities, high flood risk, etc.)

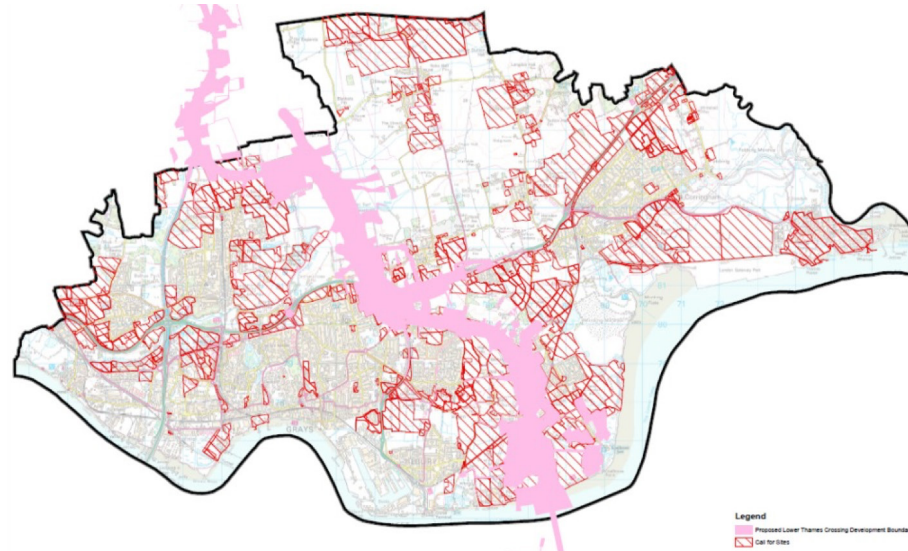
- Infrastructure Delivery Plan will accompany the Local Plan - where infrastructure is needed and how it might come about, be funded
- Timeline:
 - Issues and options 2016 and 2018
 - Currently working on Draft Local Plan - set out what sites to allocate and the scale –due late 2022
 - Open for Public consultation
 - Revised, second draft
 - Adoption still 2-3 years away
- Over last couple years working on evidence base
- Held Call for Sites – where landowners and promoters put forward land for consideration



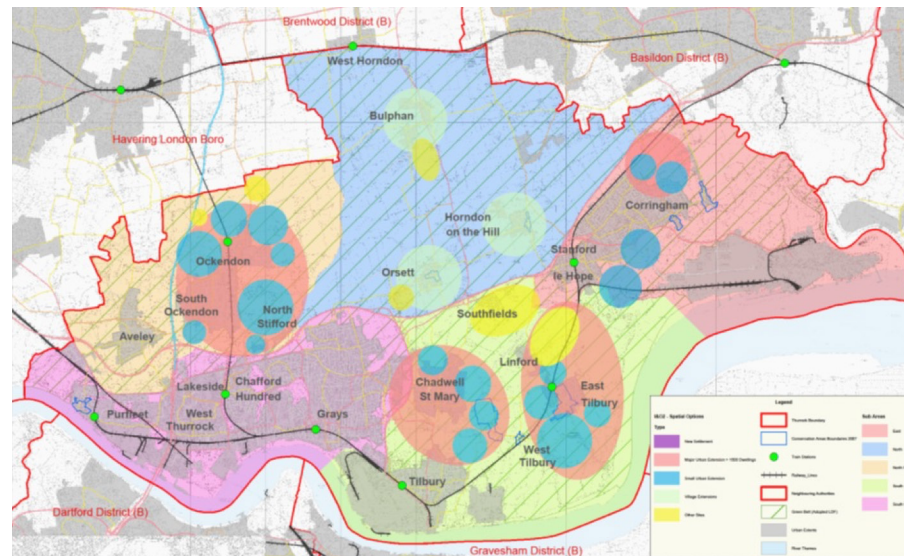
DEVELOPING THE EVIDENCE BASE



- Much for residential, some for other uses – employment, leisure, etc.
- Council does technical site assessment – alongside this placemaking process - to determine which sites could be appropriate for growth
- Lower Thames Crossing (pink band on map)
 - Some used for road permanently, some only temporary for works and access
- Character areas: Eastern, Fens, rural north, Aveley/Ockendon, urban Purleet and Grays
- Taking place-based approach. Several layers to this:
 - strategic (sub-regional/borough-wide);
 - five character sub-areas, and then
 - places (specific towns and villages)



Sites submitted in the Call for Sites (red hatch) and Lower Thames Crossing DCO application boundary (pink)



The five character areas and growth locations as identified in Issues and Options 2

ENQUIRY BY DESIGN

THE PRINCE'S FOUNDATION

The Prince's Foundation set out its role in Thurrock's Local Plan process and approach:

- Working with Thurrock Council to provide place analysis, visioning and spatial strategy work at a key early stage in the preparation of the Local Plan
- Three strands of work:
 - Council gathers evidence base;
 - Engagement with landowners and developers, who share technical information helping team better understand sites' constraints and potential;
 - Hold place-based tangible work with community early on – upstream democracy.
- Afternoon sessions to look at where growth would be most sensibly located and what local improvements are needed.
- Drawing things today to solicit a response – to give the public a starting point to comment on.
- This work will feed into and inform the technical work of the Site Assessment process

PLACEMAKING APPROACH

- Walkability – Traditional cities were built on muscle power and were therefore compact, efficient and inherently walkable.
- Cheap fuel and machine power has caused us to build up and out in unsustainable ways.
- Cars allowed people to live outside towns and cities, hollowing out the vibrancy of their centres.
- Aiming, therefore, to create sustainable walkable urban villages.

- Have learned that people are happy to walk 5min (4-500m) before turning to another mode of transport (usually car).
- Poundbury, extension to Dorchester – example of Prince's Foundation approach.
 - Created social, financial, environmental value, with mixed use centres and good architectural and urban design.
 - 30% integrated affordable housing.

- Example II: Upton (working with Homes and Community Agency)
 - High energy rating homes, SUDs
 - Showed that design codes can be used to great effect, but if not policed, things revert to typical low-quality product.
 - Developers lobbied to water down the design code, which degraded the qualities of what was being built.

CONTEMPORARY SUBURBAN MODEL

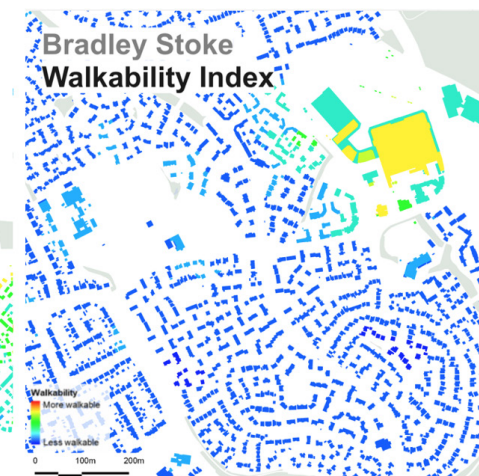
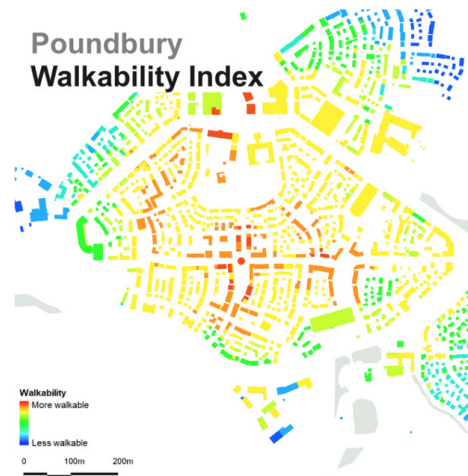


SUSTAINABLE URBANISM

- Have been conducting walkability analyses with Knight Frank – colour code plan, showing spectrum of walkability in a given place.
 - Could be applied to proposals to determine their walkability – and therefore sustainability and health impacts.
- Aveley – pilot project for Thurrock
 - Formed hypothesis of areas likely most appropriate for growth – due to proximity to transport, constraints, etc.
 - Determined the residents' top priorities to be delivered with funds from development: roundabout to allow HGV's to turn around rather than go through town; woodland walks; refurbish historic barns for community use; improved parking for high street; new village green; employment space; safe crossing at the school.
 - Aim for community to be able to directly link new development with local improvements.



- 1,800 homes
- 210 businesses
- 2,300 jobs
- 30% affordable housing
- SME developers Masterplan
- Design control
- £100m pa economic impact
- £380M construction



Space Syntax

HISTORICAL DEVELOPMENT OF THE SETTLEMENT

PRESENTED BY PAULETTE MCALLISTER, JOSEPH HARDY DESIGN & HERITAGE

- Heritage should not be a show-stopper for change and growth.
- Constructive conservation is an important part of new development. Not about mothballing, or even restoration - moving forward in an informed way.
- Communities should identify what is important at local level.
 - The Heritage Gateway doesn't show what is important locally - that is the intel that people need to give to form part of the evidence base.
- Inter-relationship with the fenlands.
- Extract from HE database:
 - 17 x Grade II listed buildings
 - Grade I church, St. Mary the Virgin
 - Grade II* listed building (the Olde Plough)
 - 2 scheduled ancient monuments
- History of the Abbey of Barking.
- Make the most of what is already there. Help people to interpret what is around them.
- Do not need to copy what was there previously. But we can learn a lot about what is proportionate in a landscape setting.
- A local list should be produced by Thurrock - which allows buildings that are of architectural merit to have a non-designated level of protection - to be recognised as contributing to the character.
- Very rural lane quality around Bulphan. Farmsteads in the wider environs support the character.
- Real village feel.
- Do not want to see an over-urbanisation of a rural settlement.
- Limited capacity for growth.
- Not preservation or restoration - understand significance and character in order to inform a narrative for growth.



Above: Brandon Hall

Below: 1777 plan of Chadwell St Mary



THE SETTLEMENT TODAY - THE BUILT ENVIRONMENT

PRESENTED BY AMY LINFORD, SENIOR DESIGN OFFICER, THURROCK BOROUGH COUNCIL

- A hidden village - mostly by hedges and trees. Many homes set back from the road.
- Issue of flooding - surrounded by the fens.
- Filling in of drainage ditches, loss of trees and hedge-rows, delivery of cul-de-sac developments that are not sensitive to the existing character of Bulphan.
- GP and post office have been lost.
- Very limited existing bus services.
- Active community that take care of their village
 - Bulphan village hall has more than 20 clubs and a village shop started up by locals.
- Farms and outbuildings now hold a range of diverse businesses that lay just outside of the village centre.
- Simple building designs with pitched roof. But lots of ornamentation around windows and doors.
- Mixed material palette - white render, yellow/ brown brick, clay tiles etc. New buildings have bought in more synthetic and less indigenous materials.
- Key open spaces - village park, St Mary's churchyard, large parking forecourt,
- Lovely views across the fens - to Langdon Hills.
- Plough and Bull mark the entrances to the village.
- Well-planted green gardens add to countryside character.
- Church Road/ Village Hall - could improve the streetscape around the edges.



Some of the key open spaces in Bulphan



The mixed material palette of the village



1888-1913 Decline in agriculture due to imports in 1870s



1949-1969 Plotlanders of London buy up cheap land



2019 Housing market & London commuter belt intensify plots

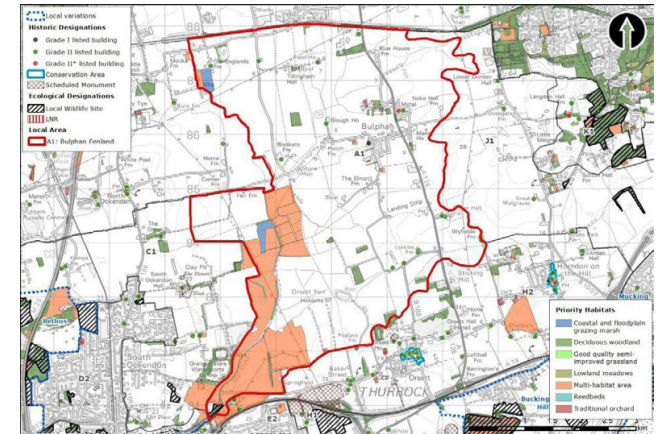
THE SETTLEMENT TODAY - NATURAL ENVIRONMENT

PRESENTED BY STEVE PLUMB, STEVE PLUMB ASSOCIATES LTD

- Flood plain and higher ground - has significant impact on where development can go.
- Most of the historic settlements within the borough are on higher ground; Bulphan is on slightly lower ground. High quality agricultural farmland around - impact on what is appropriate development. Important farmland is given a high value.
- High areas are on sand and gravels and so suffer from mineral extraction. Not the case for Bulphan.
- Typical landscape - quite a lot of wetland.
- It's in the zone of influence for the coast special protection areas - to determine where recreational pressures will occur.
- Developments - mainly to the south - will have to pay a tariff to protect wildlife on the river Thames, and/or provide recreational areas as part of the scheme.
- Mardyke Valley - core area which links to the woodland areas going into Brentwood. Most are included in the Thames Chase Community Forest already. Are looking to expand and restore landscape features where possible.
- Central marshlands area - centred around Watt Tyler Country Park and down to Coalhouse fort.
- How do we provide links, physically to walk and cycle?
- Current open spaces: There is a well-used park with lots of community involvement. Although surrounded by countryside, there is quite limited access as it is a working landscape. So what recreational

provisions will there be locally so people don't have to travel further afield?

- Existing rights of way: Concentrations in certain areas but quite large areas have no routes at all. There are a lot in the Mardyke Valley but many run north to south, rather than forming circuits.
- Not a huge amount of provision for cycling, walking in this area.



Right top: Priority habitats in Bulphan

Right centre and bottom: Arable fields and pasture are typical landscape characteristics here

HOUSING NEED

PRESENTED BY RYAN FARMER, THURROCK BOROUGH COUNCIL

- Second highest increase in house prices across Essex.
- Similar for rental market. This is one of the more expensive areas for renting in south Essex.
- Household Income bands: Thurrock-wide, most in £10-20,000 and £20-30,000 bands; Orsett Ward (where Bulphan lies) has most residents in £20-50,000 bands.
- One-bedroom rental properties in Orsett are more expensive than other parts of the borough.
- The housing strategy 2022 - 2027 will be published in the summer. The evidence will be updated across Thurrock.
- There is very little council-owned accommodation in the ward. Contributes to issue of lack of affordable housing options.

	Required First Time Buyer Household Income	% FTB priced out of market (Orsett Ward)	% FTB priced out of market (Thurrock)	Required Owner Occupier Household Income	% Owner Occupiers priced out of market (Orsett Ward)	% Owner Occupiers priced out of market (Thurrock)
Flat/Maisonette	£50-55k	58.41%	67.82%	£45-50k	52.39%	61.93%
Terraced House	£65-70k	73.71%	81.27%	£60-65k	64.06%	77.39%
Semi-Detached House	£75-80k	77.94%	87.38%	£65-70k	69.21%	81.27%
Detached House	£90-95k	88.88%	94.20%	£80-85k	81.11%	89.45%

Purchase affordability

	1 bed property (£)	2 bed property (£)	3 bed property (£)	4 bed property (£)
Intermediate Rent	174	202	253	310
30 th Percentile	184	242	311	387
Median Rent	184	253	316	387
Upper Quartile Rent	207	282	329	391

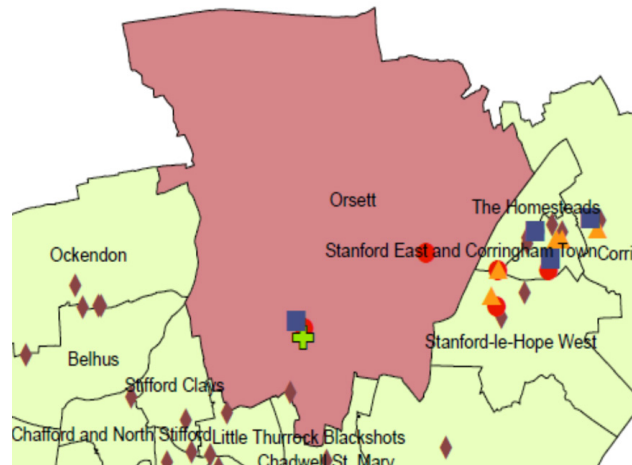
	Single Person		Couple	
Weekly	Lower Quartile affordability threshold	Median affordability threshold	Lower Quartile affordability threshold	Median affordability threshold
	93.84	155.49	187.68	310.98

Private rent affordability

HEALTH & WELLBEING

PRESENTED BY SUE BRADISH, PUBLIC HEALTH, THURROCK BOROUGH COUNCIL

- Health and wellbeing runs through everything we do and influences our daily lives.
- Places should enhance our health and wellbeing.
- Two GP practices within the Orsett Ward, there are none in Bulphan itself
- Bulphan has no pharmacies (nearest are 5-6 miles away.) Some pharmacy provision in Orsett surgery, but only for Orsett residents. Nearest dentist in Orsett.
- Four IMC's to provide some of the services offered in Orsett Hospital and hopefully reduce some of the current issues in relation to access to health care services. Nearest one will be in Corringham - due to open in Spring 2022.
- Any increase in population through development will need careful assessment of GP's to build in capacity.
- Bulphan health and wellbeing attributes: Strong community feeling in the village and access to green spaces and play areas.
- Key health concerns: poor community transport links; limited access to healthy food options; no local GP or dentist; limited employment opportunities; risk of loneliness in older population.
- Want to make healthy choices the easy choices.



Map of current health infrastructure for Bulphan



Previous feedback on what Thurrock residents would like regarding health and wellbeing

ECONOMY - CENTRES AND PORTS & EDUCATION

ZOE MCADEN, SENIOR DEVELOPMENT OFFICER, THURROCK BOROUGH COUNCIL

- Local Plan is not just about housing; want it to engender 'placemaking' which includes a mix of uses.
- Bulphan is special - too small to support many facilities, but residents work together to make things happen.
- Village hall - hub of community life. Shop next door with some postal service.
- Numbers required to make viable:
 - about 1,000 homes for a corner shop
 - pub or post office may need 2,600 homes
 - 1,000 homes for a new primary school
 - 2,000 homes for a secondary schools
- Believe most people have to travel (by car) for work.
- Have accommodation to work from home?
- What are the priorities to enhance the community?

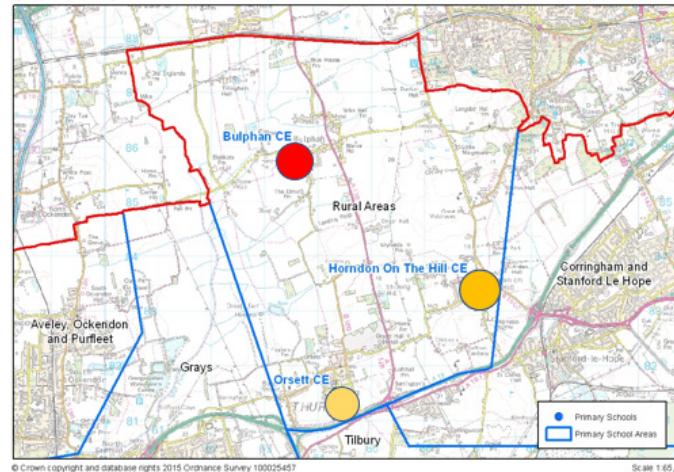


Local shop joined to the village hall

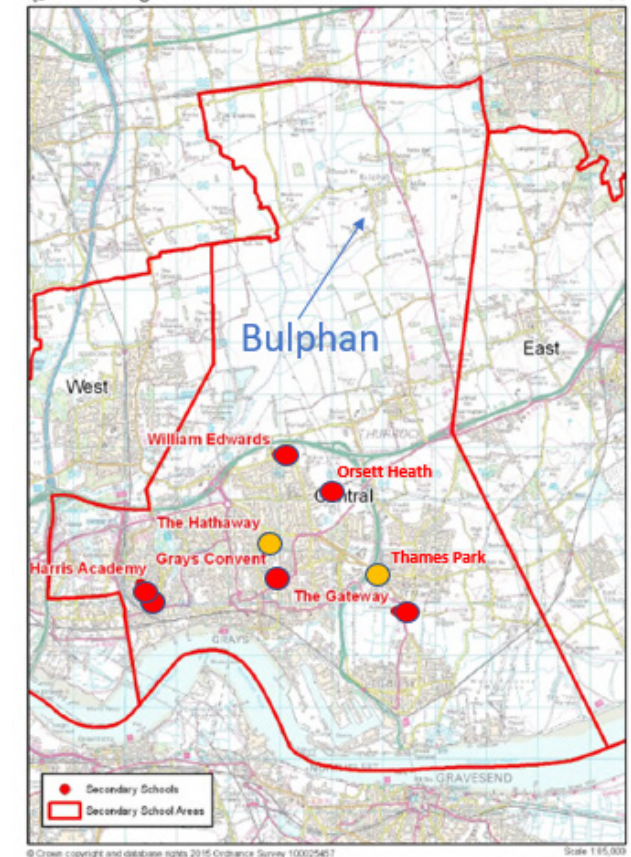
EDUCATION

PRESENTED BY ZOE MCADEN, SENIOR DEVELOPMENT OFFICER, THURROCK BOROUGH COUNCIL

- Three primary schools which are nearing or over capacity.
- Bulphan has the smallest school and is expected to be consistently oversubscribed - anticipating nearly twice the number of students it can accommodate in 2025.
- Students have to leave the village for school.
- Current school is not even one full form entry and the site is too constrained to be extended and building needs updating.
- Education team group schools based on national statutory distances - with the villages, Tilbury and Grays together.
- In order to create walkable neighbourhoods, have to do better.
- Two new free schools are planned in the central planning area. Not walkable or cyclable from the villages.
- All secondary schools are in the southern half of the central planning area, not walkable or cyclable from the villages.
- All but The Hathaway Academy and Thames Park will be over capacity by 2025.
- Should there be a new secondary school nearby?
- Could provide shared sports facilities for the community.



Primary schools in the planning area

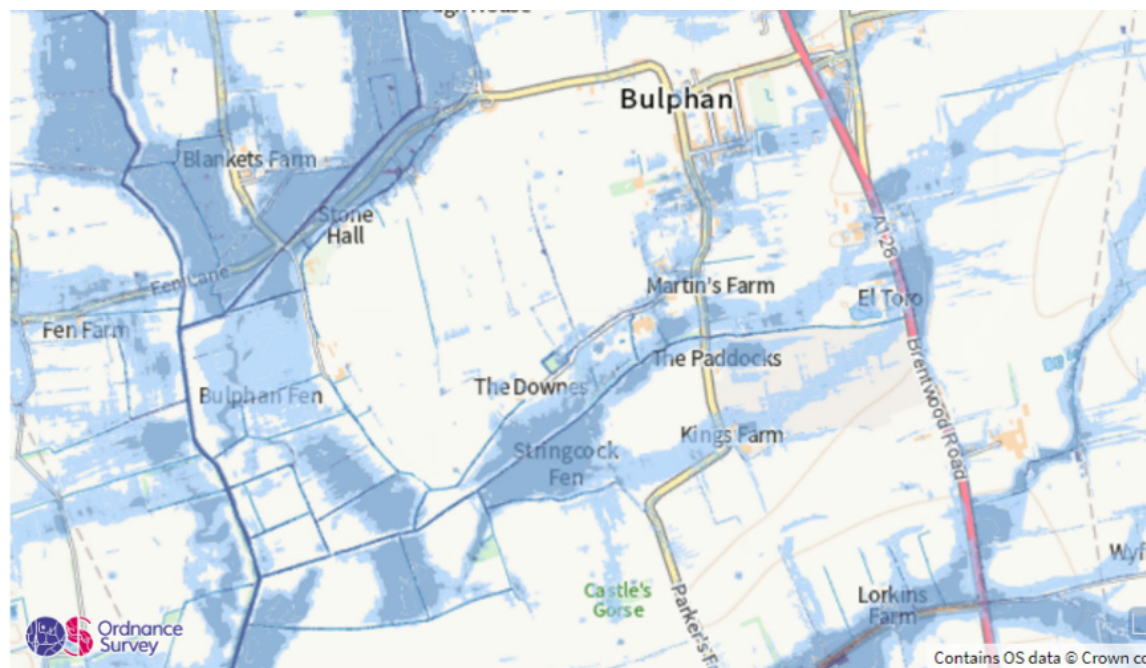


Secondary schools in the planning area

FLOOD RISK

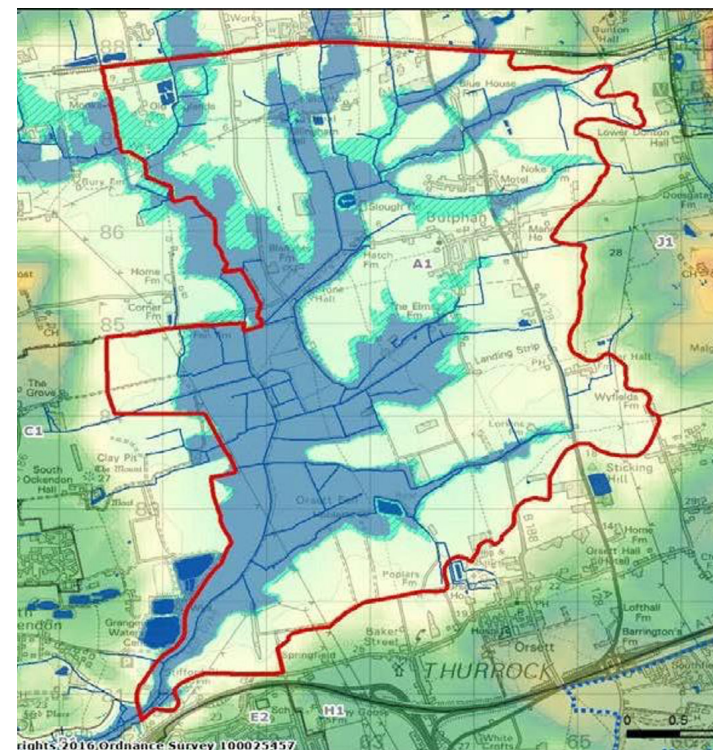
REMSHA MOHAMMED REMLA, SENIOR FLOOD OFFICER, THURROCK BOROUGH COUNCIL

- Types of flooding: fluvial from rivers, pluvial from rain, tidal from sea, and groundwater
- Topography acts as a major factor.
- Significant flooding occurred in 1958, 2003 and 2021.
- The flooding in 1958 was caused by a tidal surge up the Mardyke.
- Flooding in 2003 brought over a foot of water into homes, the cause – blocked drainage ditches.
- Currently Thurrock Council is in the process of developing a community flood plan with the help of residents.
- Climate change could exacerbate problems - expect developers to plan for this.
- Any future drainage which is to be sustainable needs to be sympathetic to the topography.



Above; Areas at greatest risk of surface water flooding due to inadequate drainage

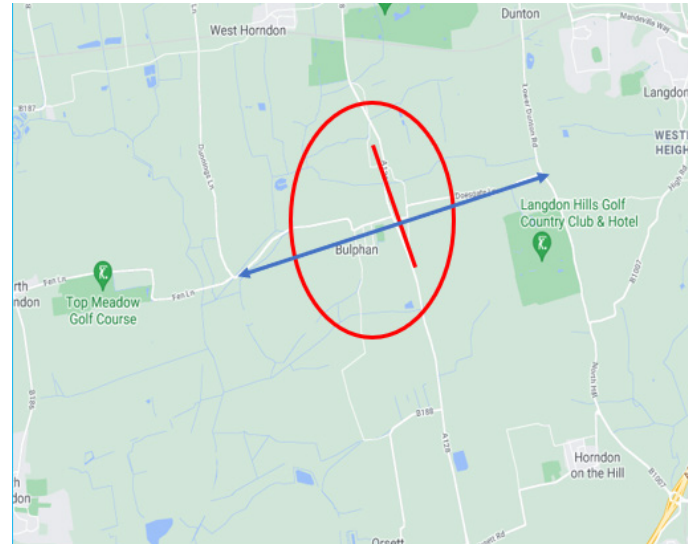
Right: Areas at risk of flooding from rain, storm surges, rivers, and groundwater.



TRANSPORT

JULIAN HOWES, HIGHWAYS, THURROCK BOROUGH COUNCIL

- Village lies on the A128.
- Issues:
 - Rat running of traffic through the village including an increase in use by heavy goods vehicles. Due to the area having easy access to the strategic network - and recently to avoid the A13 works.
 - Limited access to public transport facilities.
 - Limited walking and cycling routes, being surrounded by either high category roads or country lanes
 - Village somewhat split by the A128, a major route through the borough. Number of properties and facilities (especially to the east) cut off from the main village centre by this strategic route with limited crossing facilities.
- Improve the quality of the A128 through the village to reclassify away from major road and to improve crossing links.
- Control rat running by potentially closing routes in the village.
- Make improvements to public transport facilities and walking and cycling facilities. Link other villages such as Horndon on the Hill and Bulphan and West Horndon.



Rat running through the village. The A128 essentially splits the village



Could potentially close routes to through traffic.

TRANSPORT VISION

- Borough-wide information. See p.29-31

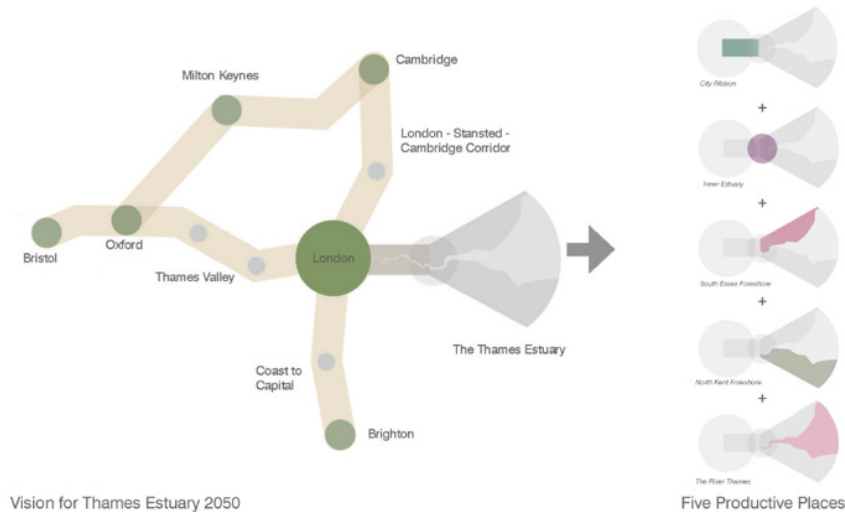
TRANSPORT VISION

RICHARD LATCHAM, TRANSPORT CONSULTANT

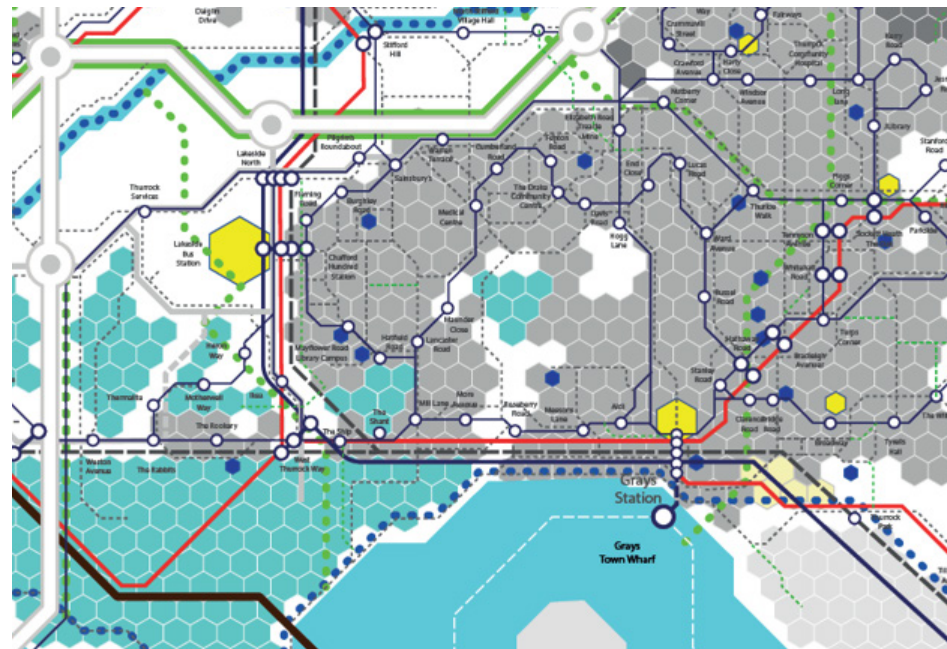
- Thurrock Transport Strategy 2023-2040
- Will establish a new strategic approach, policies and guidelines
- Detail how Council will plan for and deliver improvements across the transport network
- Three main parts:
 - Vision (2050)
 - Strategy (2040)
 - Action/Implementation Plan (5-year programmes)
- Thames Estuary 2050 Growth Commission – wider national vision that could bring 1.3 million new jobs by 2050 and 1 million new homes.
- Thurrock has sub-regional transport role to play, as well as national project to deal with.
- Problems and challenges will not be solved at local level alone. Plan on basis of city region: east London, south Essex, and north Kent.
- Focus for sustainable transport investment to support and strengthen foundations for growth.
 - More local bus services
 - Better walking and cycling routes
 - Supporting new communities to be less reliant on cars
- Have produced Outline Draft Vision Statement for Connecting Thurrock 2050
- Nine strategic focus areas, including LTC (which Council opposes due to potential damage to



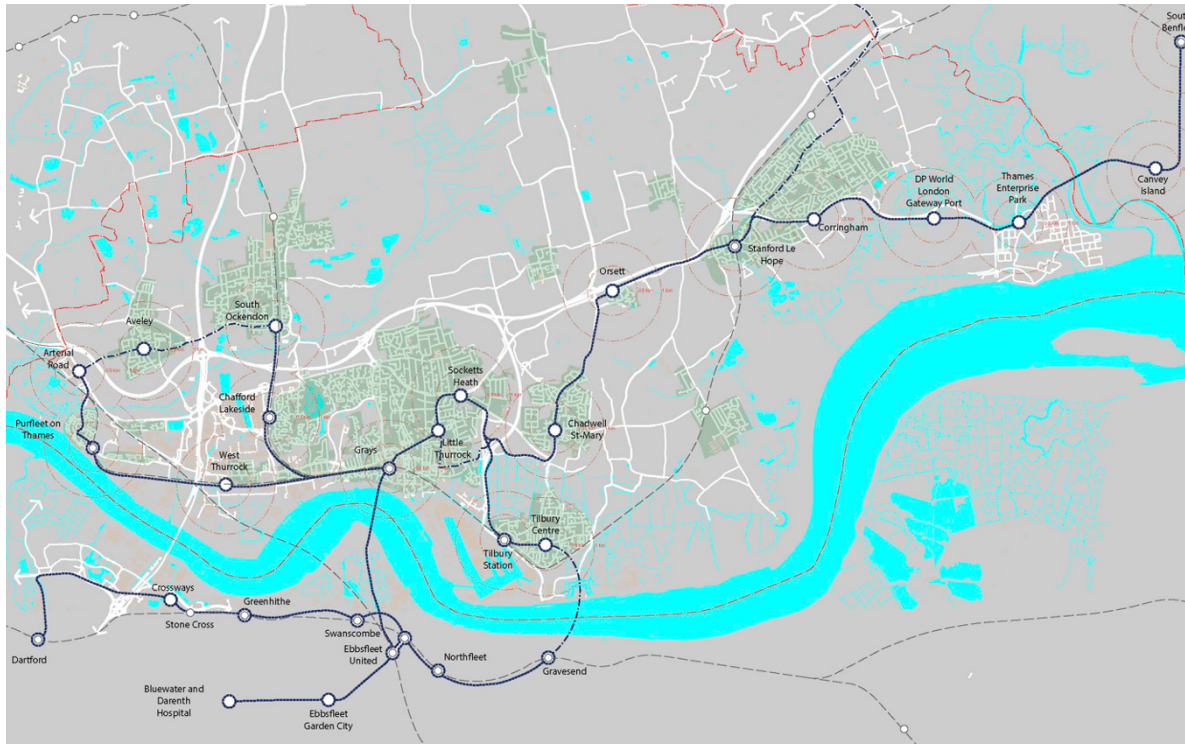
- Thurrock) as is considered a national priority.
- At strategic level, for sites in the Green Belt, prioritising:
 1. Major transport investment in River Thames Connectivity. The start being successful Town Improvement funding bids for Grays and Tilbury.
 2. The promotion of sub-regional rail passenger and freight enhancements, alongside a review of national road priorities and proposals.
 3. The promotion and development of a Mass Rapid Transit (MRT) system for Thurrock, South Essex, and North Kent.
- Transport Vision Diagram – tool for strategy of the next 12-18 months.
 - Blue bus lines, red for future mass rapid transit
 - Yellow as town centres and economic/community activity drivers.
- Aim to make moving around easier, with better quality services, cheaper, more connected, safer.



Thames Estuary 2050 Growth Commission diagram - Thurrock in grey circle



Illustrative concepts for growth area transport strategies



Potential mass rapid transport route

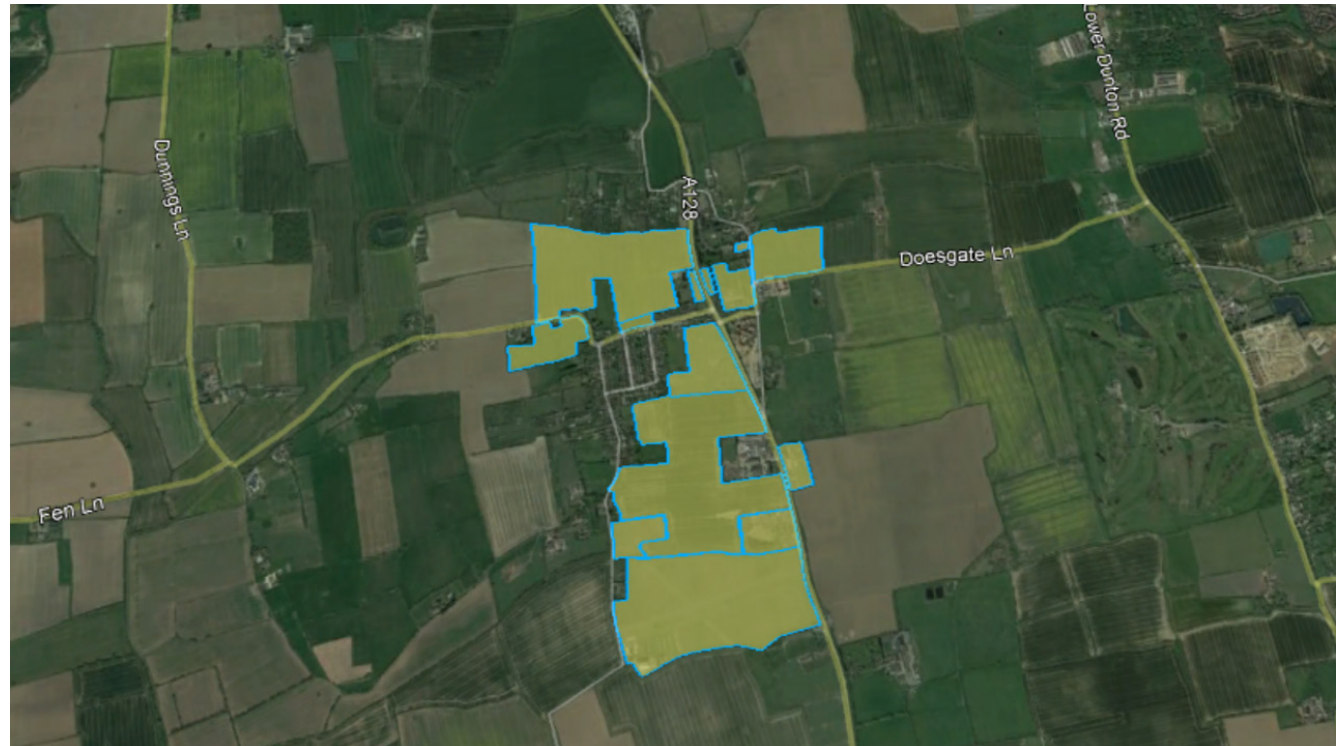


The nine strategic focus areas

CALL FOR SITES

LAURA PATTISON, THURROCK BOROUGH COUNCIL

- Current housing calculation does not include any economic uplift.
- Need to understand where the workers for the Freeport will come from. Do they need housing in Thurrock? Don't want to increase commuting through the borough.
- Thurrock has identified supply for 6,400 units - but that equates to less than 2 years' supply.
- Council is required to have a 5 year supply.
- Presumption in favour of sustainable development comes into play in Thurrock - as lack of housing supply and housing need is given strong weight before a Local Plan is made.
- Thurrock airfield site - there is an application awaiting determination on the site.
- Dunton Hills garden village to the east of the A128 - is in the Brentwood Local Plan. Expecting an inspectors report on in spring/ summer.



Land around Bulphan that was put forward in the Call for Sites shown in green.

PRESENTED BY PAUL SALLIN, THURROCK BOROUGH COUNCIL

- Initial 2018 Your Place, Your Voice consultation feedback:
 - protect local heritage
 - tackle fly tipping
 - improve lighting
 - shop or public house (shop achieved in 2020)
 - housing for young families and locals
- 38 people completed the 2021 survey for Bulphan at time of charrette. Key feedback highlights:

NATURE

- Preserve Bulphan Recreation Ground, Coalhouse Fort and Orsett Heath
- Most concerned about climate change, with tree planting and stopping the Lower Thames Crossing identified as some of the ways this could be combated.

BUILDINGS AND TRANSPORT

- Respondents said there is good public transport and that most can walk or cycle to what they need.
- Vast majority said there are important or heritage buildings in the area including St Mary's Church, the local pubs and Tilbury Fort/ Riverside.
- 3/4 said there are enough affordable homes.

SOCIAL

- Most respondents regularly talk with neighbours.
- Many take part in local clubs.
- 3/4 concerned with anti-social behaviour .
- Education and healthcare could be improved.



*Illustration from 2018
consultation feedback*

- Would like to see a youth club for teenagers and improvements to Coalhouse Fort.

FINANCIAL

- 3/4 were positive about local employment opportunities
- 90% said they can afford to buy their own home and

- A majority of respondents feel like there are enough shops, pubs and restaurants in Bulphan.

Final and complete results of the survey can be found in Snapdragon's *Public Consultation Report*.

MORNING Q&A AND DISCUSSION

Following the technical briefings, the floor was opened to questions and comments about the topics covered.
(Q = question; A = answer; C = comment)

C - Community Stakeholder: [Regarding survey]
Feedback that property is affordable because asking people who already live there. Anti-social behaviour is likely to just be issues like not picking up after dogs in Bulphan, rather than more serious things.

C - Councillor: Yes, crime figures are very low in the area. Kids who leave primary go to Bentwood or Havering Secondary, rather than Thurrock. School is full, but still taking kids from other areas. Think people would be upset if changed the school.
Affordable housing – what is affordable? Builders aren't going to build something they can't sell [assume mean that they cannot make a profit on].
Need a mix of housing types/sizes.

A - PF: Agree that a mix of housing types and sizes is needed. Developers tend to stick to the type that give the maximum profit, which can lead to a lack of diversity. Regarding schools, the out-of-settlement issue seems to be a borough-wide one, and is definitely noted.

C - Councillor: Think we should have smaller local builders and smaller sites.

Q - Council: Thoughts on housing across the A128?

A - Councillor: Opposed the large gated housing, but

now thinks it fits in well. Don't want sprawling housing. Each of the villages are distinct.
West Horndon station is small, and there isn't the capacity on the network for more trains.
Would suggest electric cars, but the grid is already full.

A - Landowner/Agent: Presented on West Horndon. The scale of development would allow it to come with infrastructure. Proposed new access westward.

C - Councillor: Fenland is a lovely Thurrock asset that should be valued and protected.

Q: Could a nursery be added to the Primary School?
There is currently a nursery in the Village Hall, but they didn't have enough children to take up the offer.

Morning Teams Chat:

[10:24] *Councillor*
Bulphan has a community asset list.

[10:27] *Council Heritage Consultant*
Thank you Cllr. that is super to know.

[11:02] *Councillor*
Bulphan takes students from Havering.

[11:13] *Council Planning Officer*
Church of England schools set their own enrolment criteria so I am not surprised. You've probably seen the

Pupil Place Plan (published online every year) and that looks at expected student numbers in each location and assumes they will attend the closest school. With parental choice and also the academies' criteria, this won't be exact, but it is the way places must be planned.

[11:30] *Community Stakeholder*
I think there is the opportunity of adding a nursery class to Bulphan School: in the past we got planning permission (which has lapsed).

[11:31] *Community Stakeholder*
Lots of very good points made by most of the presenters.

[11:36] *Community Stakeholder*
Toddler Club is starting up one morning a week only - nursery class every day at the school would be better.

[11:40] *Community Stakeholder*
We wouldn't want a footbridge, impossible to have an underpass: unless the A128 is downgraded and traffic lights installed, it won't be safe to cross the A128.

[11:41] *Council Heritage Consultant*
Local Listing is different to Assets of Community Value....see Guidance Note at Historic England for further information. <https://historicengland.org.uk/listing/what-is-designation/local/local-designations/>
Local Listing | Historic England
An introduction to good practice guidance on managing local heritage assets using local heritage lists.

[11:42] *Community Stakeholder*

We have nominated (and had accepted) ACV's, and we have also contributed to the Local List.

[11:49] *Council Programme Manager*

Health inequalities

Life expectancy is 8.4 years lower for men and 7.4 years lower for women in the most deprived areas of Thurrock than in the least deprived areas.

This would be between the Tilbury Wards and the Orsett Ward, which includes Bulphan.

[12:32] *Community Stakeholder*

Primrose Mews included sufficient land for 4 out of the 5 homes to keep a horse. No-one who lives there has a horse.

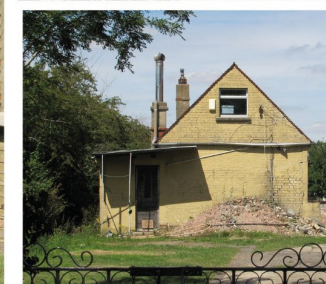
VIRTUAL SITE TOUR

Due to the virtual format of the charrette, a tour of the village, its surrounds, and the sites put forward for allocation, were 'toured' using photographs and satellite images. Highlights and discussion points were as follows:

- Nice sense of arrival.
- The car park has now been marked out and looks even better.
- Lot of care, group gardening, nature and wildlife.
- Some lovely mature trees in the openness of the fens.
- Very contained, neat, rural.
- Lot of lush planting in private gardens.
- Space feels generous, buildings set back.
- Quite a lot of hedges. Things are quite hidden and nicely tucked away.
- Report friendly village atmosphere (e.g. if you put your hand out, the bus will stop.)
- Can get into the countryside pretty quickly.
- Bonham Grange new development: 3 story - gated - some elements of rural character, but distinct.
- New development at Doesgate Lane - rises above surrounding established roof height.
- Brentwood Road development - again big houses/ like farm houses to a degree. Quite different.
- The Olde Plough - Motel. Nice gardens at the back but a large sea of parking at the front. Hosts conventions, weddings, events and scuba school.
- A few other small rural businesses.



- Controversy over the glass house built to west of village.
- At a juncture - does Bulphan want to go high spec/ high value - or keep more of the mix there traditionally?
- China Lane - new houses (large but with an agricultural feel).
- Many horses - area slightly better in terms of where you can ride. Bridle paths aren't connected.
- Surface water level is so high that there not very many places you can build.
- The A128 bypass cuts through Bulphan. People reluctant to cross.
- The farmsteads - most of them generate a large number of HGV movements. Farmers do need to diversify - but has impact.



C - Landowner/Agent: The A128 has an average speed limit (series of cameras) - its busyness is going get much worse. When the LTC is connected, it will be the alternative route to the M25 as well as severance for the village. The gated communities are very un-civic.

C - Council Design: Noted that gated neighbourhoods go against the principles of placemaking.

C - Council Landscape: Difficulty to refuse housing when Thurrock has such low housing numbers. Picture of a village - but you're not really creating it - people are relying on their cars more and more for everything.

C - Community Stakeholder: [The houses] just appear to be investments.

C - Councillor: Noted that buyers aren't local - most of them have come from London, etc. Lots of them tend to be bankers, etc. How can they work to the village's advantage?



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T +44(0)12 9042 9916 | F +44(0)12 9042 5464 | W princes-foundation.org