



CHADWELL ST. MARY

THURROCK
STAKEHOLDER
CHARRETTES &
PUBLIC DROP-INS

DEC. 2021 - MARCH 2022



THE
PRINCE'S
FOUNDATION

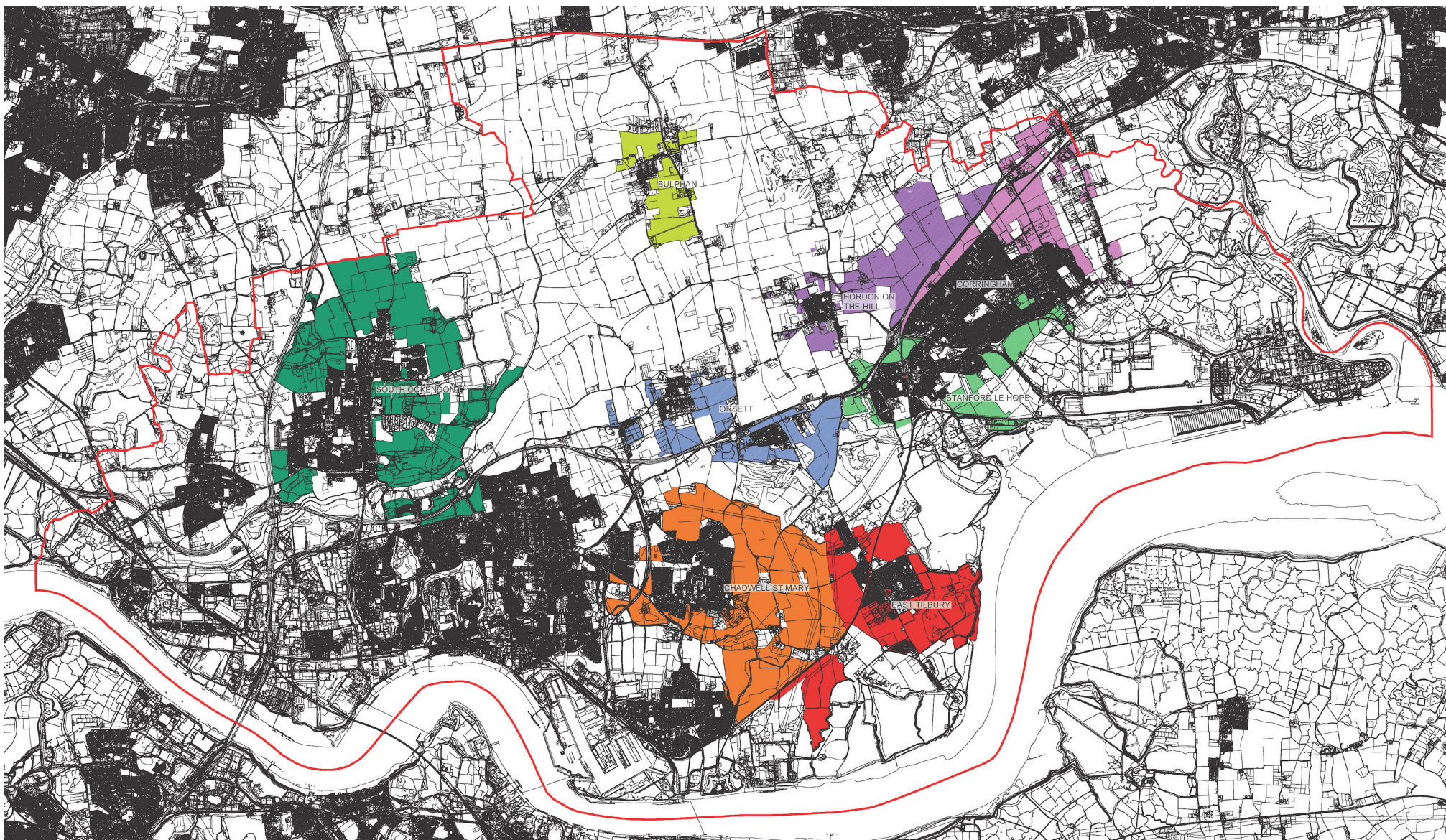


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LIST OF ABBREVIATIONS/ACRONYMS

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

* 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

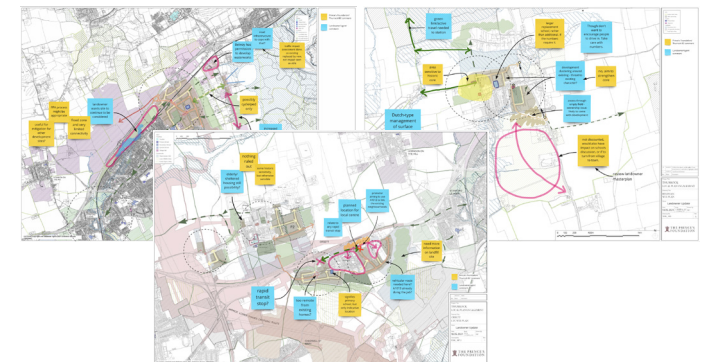
department leads and landowners, many of whom have detailed knowledge of their sites’ potential and constraints. The aim of having the landowners and council departments together in this forum was also to encourage a wider place-making conversation, rather than a focus on specific sites, and to encourage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

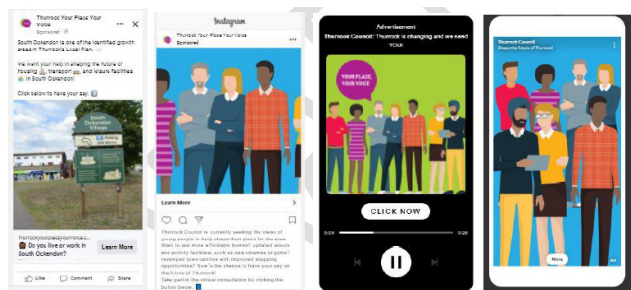


OVERVIEW

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.

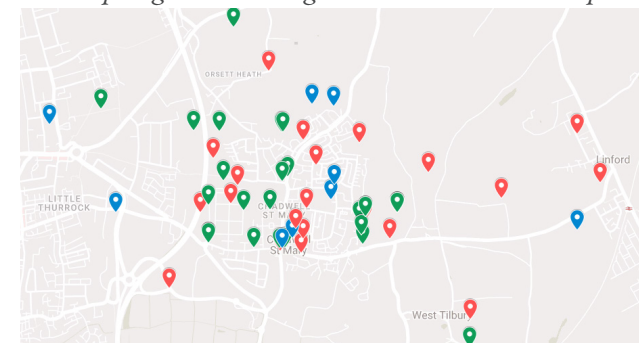
Right: Chadwell St Mary online survey results for Mapping Quality of Place

SUMMARY OF RESPONSES

80 people completed the main BIMBY survey for Chadwell St Mary. 91% of respondents said that there are natural areas that need restoration, including Wickham Field and Orsett Heath. 68% of respondents said that they can afford to own their own home in Chadwell St Mary.

81 pins were dropped into the online mapping software with corresponding comments that included: concerns over anti-social behaviour; suggested improvements to pathways and cycle paths; comments about preserving green spaces and a need for a bigger/better park; suggestions of a bypass road to alleviate extra traffic and HGVs; and issues with the Lower Thames Crossing.

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*.



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 28 February 2022 as a virtual event. Attended by 22 team members (the Prince's Foundation, Thurrock Borough Council staff, and consultants), eight community stakeholders, and five landowners/agent stakeholders.



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 28 onwards) has been summarised and distilled in the following S.W.O.T. analysis.

STRENGTHS

- Heritage
 - Cluster of buildings at the Cross Keys intersection and farmsteads surrounding
 - Grade I listed Parish Church of Chadwell St Mary
 - Chadwell House
 - Sleepers Farmhouse, Grade II listed and with a thatched roof
 - Sunspan, also Grade II listed and a key example of 20th century architecture
- Local independent businesses
- Activity and sports clubs
- Long views, especially from the ridge along the south of town
- Access to green/active spaces
- Community library, hub, and forum
- Green spaces include: Wickham Field, Orsett Heath, Hangman's Wood (west of A1089), and Flat Iron Field
- Many report regularly talking to neighbours

WEAKNESSES

- Oversized verges which can be taken over by parking or feel like drab featureless space
- Blighted landscape (across Thurrock) due to mineral

extraction

- Public rights of way are piecemeal, lacking connections and loops
- Limited employment opportunities
- Many residents feel unsafe going out at night
- Limited healthy food options
- Cross Keys junction – at certain times of day there are significant traffic queues
- Public realm around the church has been lost
- Lorries using the area to get to industrial sites (currently made worse by traffic avoiding the A13)
- Feedback from residents:
 - not enough green space
 - too few places to have fun and socialise
 - negativity on the local economy – low wages, high cost of living
- Gardens concreted over for parking
- A lot of traffic outside the Gateway Academy – dangerous/unpleasant for students walking to school

OPPORTUNITIES

- Improving and linking walking routes
- Active transport links
- Road improvements (would be needed along with development)
 - Eastern bypass – relieve Brentwood Road (and possibly Cross Keys too).
 - Potentially only allowing access for buses and cycles for parts of the route

THREATS

- Coalescence with West Tilbury – as would seriously dilute its character
- Affordability: 42.6% average property price increase from 2015-20 – even higher than Thurrock average
 - Also high private rental prices
- All primary schools in the planning area are at or over capacity
- Flooding – southern half of Chadwell is in an Area of Critical Drainage
- Climate change – increasing rainfall
- LTC route planned close to Chadwell St Mary
 - Noise, air quality, vibration, landscape and visual impact, etc.

CHARRETTE OUTPUTS

BREAKOUT GROUP 1

GROUP MEMBERS:

- Kim Hitch, PF - Group lead
- Thurrock Council Officer - Design
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Transport
- Community Representatives:
 - Chadwell St Mary Centre Steering Group
 - Councillor
- Landowner/agent:
 - PJP Planning - site west of Lytton Road
 - Bloor Homes

KEY DISCUSSION POINTS:

Existing

- Initially mapped out the conservation area
- Took note of the slope to the south and the views to and from the settlement
- Highlighted the main road network in red and then the secondary road network around West Tilbury.
- Existing walking distances were added
- The group heard that there was a desire for tidier and safer roads, and general issues with cars and parking, however in terms of walkability - it's fairly walkable as it is from the groups perspective.
- It was unclear what protections existed for the L-shaped Thurrock Council owned green land along the eastern edge of the existing settlement area (currently rented to the Cole family and agricultural land).
- Issue of Cross Keys junction and movement was



discussed: is it mainly east/west or north/ south that is the issue? Decided the main challenge was east/west movement (East tilbury through to Grays) so looked at this route. Could link to the existing bypass and extend it further east up to Muckingford Road? Take traffic out to the south.

- Filtering through-traffic away from Cross Keys could

encourage rapid transit, walking and cycling through the Cross Keys area and an extended and improved village core as the main centre in Chadwell. However, it was noted Cross Keys couldn't realistically be pedestrianised.

- A new bus route to connect up with East Tilbury would be beneficial.

- There are challenges with development to the east and connectivity back into the settlement due to the lack of permeability along Cole Avenue.

Potential Growth

- The group proposed a new centre at the junction of Turnpike Lane and Linford Road - easy to connect. Not a bypass but more of an active street north/south as an option was considered a good thing. Distinct neighbourhood to the north of the eastern land - as an extension to the top end of Chadwell was proposed. More green connections back into Chadwell and also eastwards.
- Maintain the teardrop land to the east of the Dock Approach Road as an important part of the green belt in terms of separation of settlements.
- Land to the north would need to be low key and discreet. Could there be a green link all the way round the north of the existing settlement?
- Improvements to existing community facilities would be beneficial. Around the library and surgery, could there be an opportunity for regeneration there? Where there are issues around car parking, could the streets be improved with street tree planting and landscaping?
- There are significant topographical issues to the south below Thames View Road so perhaps any development there would not be high density.
- Possible connections between existing and new communities were discussed given there was currently a lack of permeability at the eastern edge of Chadwell. Suggestions included (i) through the Wickham Field (open space) and (ii) linking to the somewhat evident east-west route (/green link) via Hyder Road, Claudian Way and to the green corridor further west, though this would require property to be acquired.
- Cllr suggested they could do with a bigger supermarket and other shops, which can only be found in Grays. When prompted agreed this included some comparison goods in addition to convenience goods. It was collectively identified that the area immediately to the north-east of Cross Keys (including library and medical centre) might be redeveloped to provide a bigger and better village centre, though car parking also needed to be significantly improved, especially if to provide a larger supermarket. A participant also suggested the supermarket shouldn't be too big.
- Support for the idea of reinstating previously green verged avenues and providing tree planting, which had been replaced by car parking over time, though all agreed that this would need to be done in a way which provided enough car parking. A study was suggested. There was also the suggestion that this approach might be focussed on certain priority streets as part of a walking/cycling/green network strategy focussed on strategic routes. Might be located to the north side of the envisaged bypass.
- With regard to the 'teardrop' land to the west of Lytton Road, support for providing a better north-south walking and cycling link to Orsett Heath. There was some support for new associated residential development addressing this path and Wood View (en-route to Grays), though also significant concern over noise from the A1089 and erosion of the green buffer separating Chadwell from Grays.
- The idea of extending the public green network to the north in the form of a country park appeared well supported.

CHARRETTE OUTPUTS

BREAKOUT GROUP 2

GROUP MEMBERS:

- Ben Bolgar, for PF - Group lead
- Deirdre Connell, for PF - Assistant Lead
- Thurrock Council Officer - Design
- Thurrock Council Transport Consultant
- Community Representatives:
 - Community Builder - Thurrock CVS
 - Designing Out Crime - Essex Police
- Landowner/agent:
 - Bloor Homes - large sites to the east and north

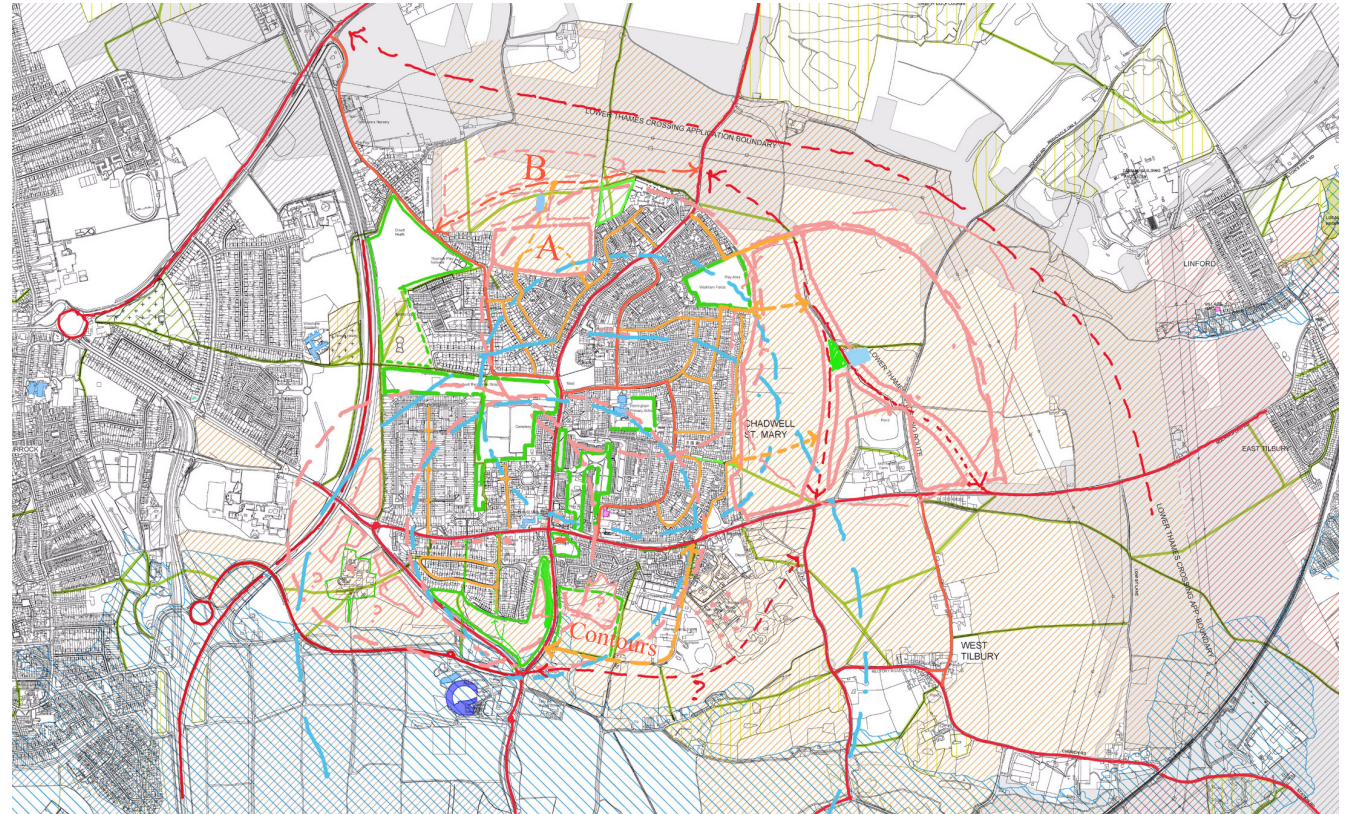
KEY DISCUSSION POINTS:

Existing

- South-west plot: Contains farm with listed Georgian farmhouse – Chadwell Place. In walkable distance of secondary school and River View shops. However, Chadwell bypass creates significant pedestrian barrier and there is a notable land gradient to the south and mature trees. Perhaps development, limited to the north.
- Area east of Chadwell Hill: Steep ridge to the north which would create difficulty building, but anti-social hangout, so housing could be beneficial in reducing that.

Potential Growth

- Started to the west, along River View shops and the Gateway Academy - quite well located but the Chadwell bypass bisects it. The green buffer to the west is strategically quite well located and the



group thought that the northern section could be developed but kept at a lower density, but to keep curtilage of the farm building in tact just off the Chadwell bypass. Plus some development on smaller areas to the east of the farm off the Chadwell bypass. Anything on the slope the group felt is completely untenable for development.

- Fly-tipping is common to the west of Chadwell Hill. Also to the east of Chadwell Hill that needs further review in terms of ability and sustainability for any new development, especially due to contours. But there might be ways to finish off the south slope of the village.
- The group thought there was opportunity on Thames

Drive, that you could cross from the Academy and then traverse the landscape diagonally to get up to Thames Drive, and then up to River View. Perhaps Thames Drive could be upgraded with tree planting etc to make an avenue as it is a wide street with verges which could support this type of landscaping.

- The group also looked at a possible bypass along the south side - to alleviate the Cross Keys junction.
- Northern site to the top of Cedar Road was reviewed – it's in a reasonable catchment and tucks into the existing settlement boundary but felt could only support limited development. It would need an east/ west link in order to properly access it. It could have a primary school if it is to become its own centre if you extend even further north, but would need further review.
- Land to the East: desire lines can be clearly seen to connect in diagonally. Could create a new triangular village green there along High House Lane. Would need shops and employment and a primary school to make it viable. The disadvantage is connectivity to the west back into the settlement via Cole Avenue. They would need to connect through to the south of Wickham Fields and at Holyrood Gardens.
- Some land siting within the LTC boundary will come back to the landowner and be usable. Flooding currently occurs at Turnpike Lane, leading to West Tilbury. Potential for a new 5min [walking radius] neighbourhood. Rectangle of land to the south of Muckingford Rd – conservation area, keeps

separation with West Tilbury. Due to issues around conservation and the associated buffer around West Tilbury they didn't show any development coming south of Linford Road so as to protect any potential adverse visual impact.

- Group felt it was important to improve the setting of the Church and develop the public realm at the Cross Keys, if the traffic is redirected. Could add some mixed use development to make it a true centre? Could a public square be made? Create a green at the library/community hub. Discussions around having a new building at the library site (don't know how soon that could happen though). A larger building(s) (perhaps three storeys) with better presence fronting the square – community uses and shops at ground floor, flats above. If reconfigured, would have to ensure continued emergency vehicle access as such a key junction.
- South-east industrial area: Getting a little further from amenities, but potential for larger detached homes, which could be more viable with the brownfield nature of the site? Currently industrial – so there is room for improvement.
- Transport: Note there is no train station – how do we then ensure new development is not car-reliant? Preliminary work is being done on a Mass Rapid Transit study. The east-west, north-south meeting at the Cross Keys needs to be part of this. If development occurs around the edges, need to serve existing and new people. As there is no train station,

must think about connection to the nearest one(s) [Tilbury and East Tilbury stations 2 mi from Cross Keys junction; and Grays, 2.5 mi]. Walking and cycling routes to these stations should be provided.

- Would estate regeneration at centre (Aluric Close) be considered? Is it currently the best use of space – for housing and green space? Would have to engage the residents and get their thoughts.

CHARRETTE OUTPUTS

BREAKOUT GROUP 3

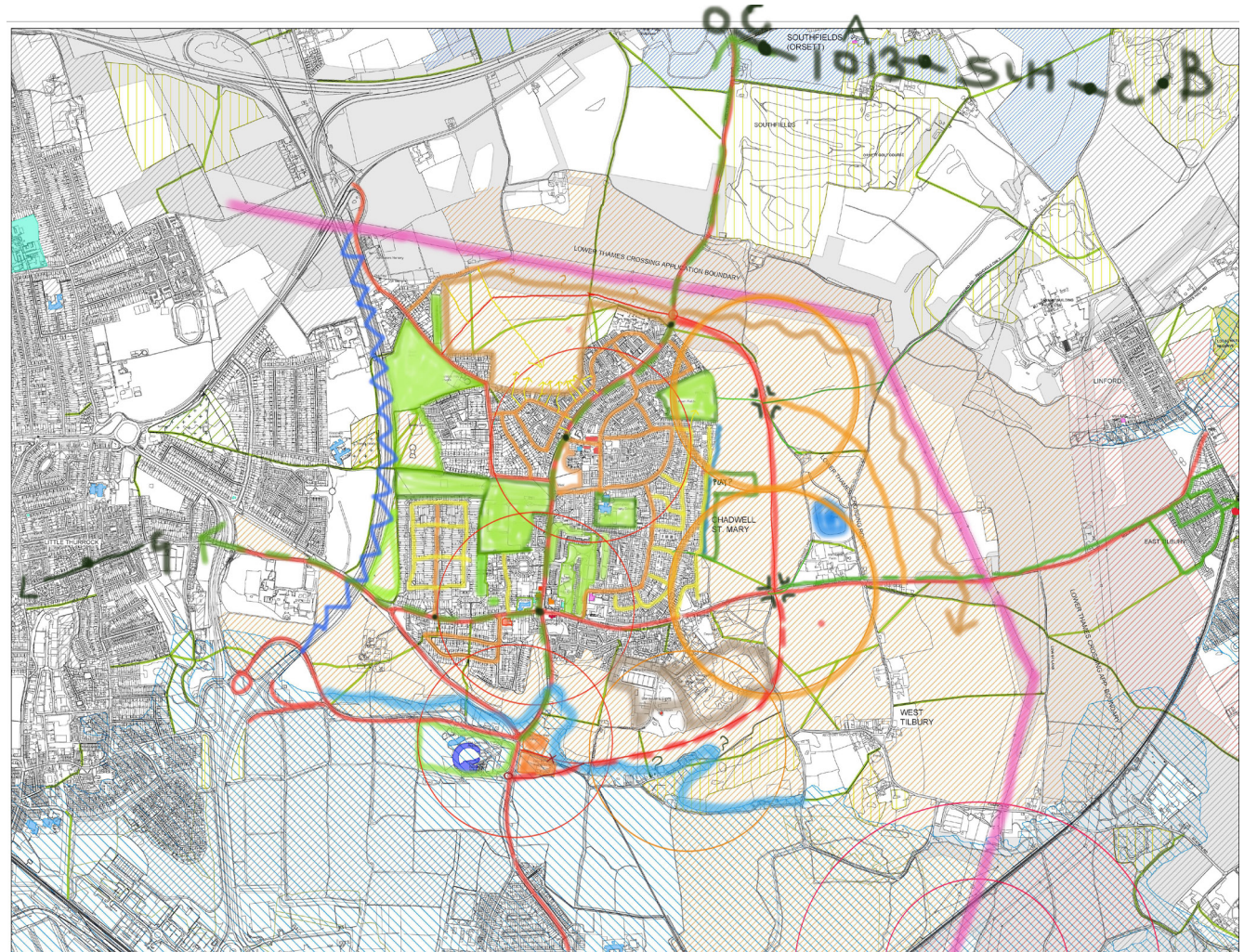
GROUP MEMBERS:

- Andy Cameron, for PF - Group lead
- Sarah Robinson, PF - Assistant lead
- Thurrock Council Officer - Design
- Thurrock Council Officer - Planning
- Community Representatives:
 - Councillor
 - Ensign Bus
- Landowner/agent
 - Wood Plc for Bloor Homes - all land to the east

KEY DISCUSSION POINTS:

Bus Service:

- Bus representative gave an explanation of their offer - core services, also two council supported services (very low frequency routes). The routes go towards Lakeside (to Grays and Aveley) then also towards Tilbury. They don't have anything that goes East to Corringham or Basildon. Through Cross Keys they have buses every 15 minutes during the main part of the day (Mon to Sat), and in the evenings every half hour. Sunday service is every half hour. They get a lot of use in Chadwell. Pick up many along Cross Keys. The service runs up from Tilbury, left at Cross Keys and down River View. River View gets a very regular service; Chadwell a little less. If there was a bypass, would they run a new or extended bus route the rep was asked? They would need to make sure that buses can get through - that there is bus stop provision. Certain they would look to serve as much



of any new development as they could. Cross Keys is a problem point for them traffic-wise - anything that moves traffic away from there is a bonus.

- Is there any hangover time or layover space in terms of the bus routes? In Chadwell the main daytime service does a loop around Chadwell. They don't have any issues with how it is at the moment. If they were serving a much bigger estate it does add time to services - need to put on additional buses, etc. Need to make sure there is demand.
- Did try a route from Lakeside through Grays, to Brentwood Road then up to the A13 and then fast to Basildon. When they started it was very popular and beat all the other services in the area, but with the A13 widening works, the time has increased and the route became less popular.

Existing

- The golf club shaped piece of land to the east was bequeathed by a resident of Sandy Lane - she wanted it to be used for local children. Was too difficult to change the land from agricultural to recreational use. The council have leased the land out to the farmer adjacent, and the money was meant to be used to provide children's play areas/ equipment etc - but now it appears that this has stopped. It was planned to be sold off as part of the council selling off community assets last year - but argument that it doesn't belong to them, but to the community. Needs further review.

- Situation with land to the east legally? Residents on Cole Avenue had reportedly been promised that the land to the east of the Avenue would not be developed upon and that it was included in their deeds – this needs checking.
- Site at Heathlyn Close has now been built upon.
- The shared open space to the back of the development at Aluric Close is quite well used during the day (but perhaps there are safety issues at night). Lots of the modernist blocks show their backs to this open space (fences) so it doesn't benefit from natural surveillance.
- Cross Keys pub is now a private club, Freemasons Masonic lodge. They did use it for a panto before Christmas so they are providing some more open community uses.
- Quite a lot of horse riding clubs/ schools along Biggin Lane.
- Lots of residents have concerns over the A1089 Dock Approach Road they want it to be resurfaced with quieter surface.
- Group felt that Chadwell is quite a well-connected place compared to some other identified growth areas.
- Cole Avenue is one long cul-de-sac. But it does mean they don't have problems with nuisance motorbikes, so any change to the junctions on this road might be objected to be the residents there.
- The two existing neighbourhoods aren't overlapping in terms of the walking radius.

- Power lines is the other major constraint in the area

Potential Growth

Land to the east:

- The land to the east - there has been some technical work already done, but no formal plan yet. From a development perspective - have land under their control between Brentwood Road and Linford Road and it would be good to make a possible link as they know traffic wants to go North. Land by High House Lane, not flooding, less ecological value, - so the constraints are the right way around. Dealing with surface drainage etc - the land drains east so its all going in the right direction. The pond in the middle is due to be fully restored as a water feature, so it isn't a constraint. When get south of Muckingford Lane its more complicated - in terms of heritage and ecology and proximity to West Tilbury. Quite good visual separation to Linford. Idea to make a series of connected villages to the east - between High House Lane and Cole Avenue. They have considered a new four arm roundabout at the top of the site. Keep High House lane and Hoford Lane as green north south routes.
- Cllr noted that all of this land is green belt and that their main concern with any development east would be if there will be infrastructure to support any development - GP's and dentists are a massive issue, as is the Cross Keys junction with traffic.

BREAKOUT GROUP 3 CONTINUED

- Lots of issues with HGV's trying to access the industrial estates really early in the morning.

Other potential growth:

- Could the golf club shaped piece of land to the east be used as a play space?
- Does there need to be a buffer to the east of Cole Avenue to protect the housing opposite? Reiterated that they understood this land was protected in residents deeds as open space.
- The triangle between Dock Approach Road and Chadwell - this is the last bit of Green Belt between them and the ward to the west - and the community would not be happy about development there. It's also a buffer to the A1089. The residents of Lytton Road have grown up with views onto that land and there would be concern about development.
- Land to the south of Heath Road - there has been some concerns over the landfill remediation and condition. It is Thurrock council land (south of the play network building) the council have not put it forward. So it might not be truly available.
- Suggestion that industrial estates, especially along Sandy Lane, were prime for redevelopment. Though it was discussed that this could potentially lose jobs if those functions go elsewhere. Noted that it is owned by someone who lives outside the area but quite a few people who live in the area work there. Needs to be a balance between jobs and houses. Perhaps get a better setting for Sunspan house if this was rationalised?
- Could you deliver two new neighbourhoods to the east (focusing north rather than south as care is needed with the conservation area adjacent there). Could be community space or green space rather than housing? The new neighbourhoods could be linked with a new roundabout at the north on Brentford Road.
- Quite a pull of movement to the north. Make one or two links between Muckingford road, and also Hoford road. Could you give them an ability to go north without going through the Cross-keys junction? Two routes perhaps linking Linford Road northwards? Could you come off the Academy roundabout to make a connection south?
- Make the Brentwood Road greener too, and Chadwell Hill, River View? Especially if are making new connections north? This would then 'force' the existing bypass to be used better?
- One noted it would be good to have a direct connection to Basildon from Thurrock - as there currently isn't a direct public transport route. That would relieve traffic pressure in Chadwell overall.
- Land in the call for sites to the north of Cedar Road was discussed. Hornsby lane at the top will be closed off by the LTC. So this site is quite tricky from an access and connectivity perspective. There are rights of way though which is useful. Could be opportunity for small development further to the south of the site. The proximity of the power lines needs to be further understood in any development on these sites.
- Could have a green link through to the east to East Tilbury station (perhaps considered as part of mitigation from the LTC routes).
- What about a mass transit route connecting Basildon, Corringham, Stanford, the A1013, Orsett Cock and then down the Brentwood Road?

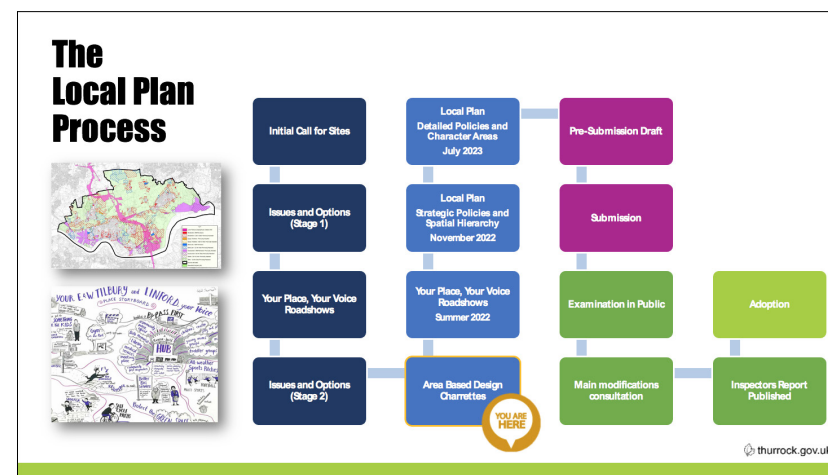
OVERVIEW OF PUBLIC DROP-IN PROCESS

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 though 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 FEBRUARY 28TH, 2022

(1 public attendees)

Top Priorities

There was no Q&A discussion around top priorities.

Charrette Sketch Plans

The PF team presented the sketch plans produced by the community stakeholder charrette groups earlier in the day and welcomed comments.

Green Belt

C - *Councillor* All proposals involve building on the Green Belt – think residents need to know that. Was interested in hearing their views, but there are none present. Think residents will have strong opinions if/when see the sketch plans.

Bypass/ Alternative Routes

C - *Council Transport*: See south-east bypass as key to relieving pressure on the Cross Keys junction, which is considered the worst in Thurrock as far as congestion

and danger. Little work can be done to the junction itself, due to topography and listed buildings. The greatest amount of traffic is that going westwards in morning, eastward in evening. All the development being considered will only increase the load, so must be addressed. Don't think should be averse to realigning Muckingford Road.

C – *PF*: There is the option to go through or on edge on development with this southern bypass. Mindful of taking traffic, and therefore business out of existing centre. Think about design of the road to naturally keep speeds down – widths, turns, etc. Maybe hybrid of inside and edge

C- *Council Transport*: Agree with bringing money into local centre but could be 'robbing Peter to pay Paul.' Don't want to see high level of HGV movement through residential area. Must consider area-wide – not looking at things in isolation.

C- *PF*: An internal route could more likely be paid by developers.

C- *Council Transport*: Don't think borough is afraid of pursuing funds for road infrastructure. But likely a bit of both – will also get funding from developers.

C- *Councillor* The decision on whether it goes through development or along the edge should be based on wider strategic need. Careful not to have series of parallel roads – LTC, bypass, and one for residents. Heartening that these plans at least show some limitation, as there are proposals to almost double the size of Chadwell. If have strategic north-south and east-west routes, why is so

much traffic coming through the Cross Keys?

C- *Council Transport*: One reason is Tilbury Port – only has one route in and out. If any blockage on A1089 the traffic funnels through Chadwell.

GP Services

C-*Councillor*: Promised residents there wouldn't be more development without a bypass. There is also insufficient GP services – very hard to get appointment. Have twice as many patients to GP as should have.

C - *PF*: The Local Plan, and the resulting development, can provide space for GP surgeries but doesn't have the ability to actually propose or deliver them.

C-*Council*: Correct. Can facilitate in getting the space available. Have made sure a representative from NHS Estates has attended the charrettes – so aware of the scale and locations of growth being looking at. Working with the NHS, but little more the Council can do.

SESSION 2, 7:30PM FEBRUARY 28TH, 2022

(3 public attendees)

Top Priorities

C - Resident: Hopefully the village hall can be part of the solution to improving the social spaces. Important issue among Chadwell residents is that of HGV's ignoring weight restrictions in the core of the town. Thinking of the housing at the Olympic park in London as an example - every development there has shop units on corners. There are many independent businesses and it really does add to the feeling of the community.

C - PF: Noted from information shared during the afternoon session, action is being taken to look at installing a camera to address the HGV issue.

C - Resident:

- Healthcare - Chadwell had two surgeries - but the one surgery now is not adequate for the size of the community. People are having trouble getting appointments or even getting through on the phone.
- Definitely supports linking places with green corridors.

At the top end of Orsett Heath there is a dingy underpass, and yet the bit behind the school is nice.

- Improve connectivity (without encouraging motorbikes, which have been a nuisance). Build in protections against those sorts of activities so that it is safe rather than passing it on to other areas.

C - PF: Whilst we can't affect the commissioning of surgeries, we have made sure an NHS Estates representative has been to every charrette. So hopefully that will communicate the need and join up efforts.

C - Cllr: In the daytime session, discussed a bypass around the east of Chadwell to take some pressure off the Cross Keys junction (as it is the worst in Thurrock). If the developments that have been suggested go ahead it is going to mean considerable loss of Green Belt around Chadwell. That needs to be taken into account. Would be expecting some significant development in infrastructure and need to make sure to lock in health improvements. Primary healthcare in Chadwell is not coping and lives are being put at risk. Practices can't manage their lists. Accepts this isn't entirely under the Council's control - but any developments that happen in Chadwell have to have to come with some health provision, otherwise will exaggerate the issues.

Charrette Sketch Plans

C - Resident: Notes that a safe walking/cycle path along the route of Linford Road to East Tilbury would be a great idea. Councillor agreed.

Q - Resident: (In chat function) Has there been any engagement with the National Grid to look at undergrounding the HV cables?

A - Council: It is a nice idea but is inefficient in terms of energy which is lost in transmission that way. It is

unlikely – often have to be an AONB to do that.

Q - Resident (of Thurrock, but not Chadwell): How close would the bypass be if the LTC is granted, as that would be two new roads and all the associated traffic.

A - PF: Highways reported that the southern bypass is the most important in terms of relieving the Cross Keys junction. It is also key that ideally it would be a piece of place infrastructure rather than a conventional bypass. This would also serve more localised traffic than what the LTC is providing for.

Q - Resident: If the new bypass is considered a lane or street, then if there is an issue elsewhere, the HGV's would possibly try to use the bypass street, which could be a problem too.

A - PF: People are using the Cross Keys junction as they aren't going up to the A13. They want to use local routes.

A - Council Transport: Whilst at the moment the north-south route isn't as busy as the east-west, Tilbury Fort is fairly isolated - there is only one way into that strategic port facility. Have to be mindful that as part of strategic planning and growth there will need to be more traffic movement to deal with it. There is a key piece of work there as part of the local plan. Need to do it right the first time - need an infrastructure led approach. If developers cannot fund it all, council should not be afraid to seek outside funding (from central government perhaps).

Council gave as an example of a good road The Chase in

EVENING DROP-IN SESSIONS CONTINUED

Harlow and PF noted Peverell Avenue in Poundbury.

C- Councillor: Noted that nothing can happen in terms of development before Cross Keys is sorted out.

C- Resident: The Beaulieu Estate in Chelmsford works very well in terms of a bypass and that has provided a lorry-safe route but not cut off new development. The bypass could sit out at distance and then development could infill between that and the existing settlement.

CHARRETTE OUTPUTS

CHADWELL ST MARY SATURDAY DROP-IN SESSIONS

SESSION 3-5

11:00, 12:30, & 14:00 MARCH 5TH, 2022

(5, 4, and 3 public attendees; 12 total)

- People are already concerned about the LTC; we should not be asking residents to take any more disruption
- Bypass will create a “toxic triangle”
- Bypass will induce demand
- Buses and trams can’t be rapid if on an already busy slow route
- Public transport needs to be more reliable and affordable
- The ports will increase traffic on A1089 so should have no new houses nearby
- How will the Council afford rapid transit? Can bid but every scheme seems to overrun in time and cost so who picks up the extra?
- Need infrastructure before growth
- Chadwell not having a proper centre means it lacks a ‘heart’ to meet, eat, etc.
- Wondered what the landowner of the sites to the south thinks of the idea of the bypass through their land?
- Seemed that no one was ready when A13 widening works funding came through, and things had to be rushed out of fear of losing funding
- Feeling that growth to the east would merge

Chadwell St Mary with East Tilbury

- Cambridgeshire Autonomous Metro (CAM) mentioned in relation to mass rapid transit. Question whether underground. Article, shared in chat, suggests partially: <https://cambridgeshirepeterborough-ca.gov.uk/news/key-study-into-cambridgeshire-metro-finds-compelling-case-to-move-forward-with-transformational-scheme/>
- Further information shared: <https://www.danielbowen.com/2021/11/18/trackless-trams-pros-and-cons/> and <https://ptcbr.org/2021/11/14/are-trackless-trams-really-ready-to-replace-light-rail/>
- Problem with walking/cycling routes up Chadwell Hill is that nuisance motorbikes will use them. Attempts to meet needs of motorbike users in other ways were previously considered but determined infeasible.
- Anti-social behaviour measures not effectively enforced.
- Resident of Cole Avenue unhappy that they may not be overlooking farmland in the future and may be on the edge of a huge new town.
- It would be the new houses that would generate the need for more employment, not the other way round. Claim have relatively low unemployment in Thurrock. (Subsequent search showed average – Thurrock 4.0% vs. Great Britain 4.1% in 2018/19).
- Concern that people will not be able to object after allocations.
- Need more clarity on housing numbers.
- Asked whether any consultants have actually been to

Cole Avenue to see how the development will affect residents. (PF has.)

- Someone claimed new residents of the suggested east and north extensions will be close to LTC so houses there would not sell.
- Q: Regarding all areas, how many units total? A: No numbers specifically but 32,000 across the borough (to 2040).
- Bypassing Cross Keys – existing River View to Marshfoot Rd bypass has made no material difference to Chadwell.
- Growth will bring more congestion, more cars.
- Area at no.11 (triangular land to the west) is part of a larger field used as pastureland by a local farmer. Is about the only local farmland left so would be nice to keep a hold of that.
- The junction at River View gets congested, because several other estates join it and it is the only east-west route. Queues back-up down the hill, and has been this way for years.
- There simply aren’t enough GP’s in Chadwell. Assume this plan will include 2-3 new GP clinics?
- Additional schools were for current need; planning new schools for future need? Assume that will be addressed.
- No one wants to see change by their house, but it must be understood that Chadwell residents have been told for years that growth would bring better facilities and they are never built.
- Need real investment in places for children to play and socialise in these new developments.

CHARRETTE OUTPUTS

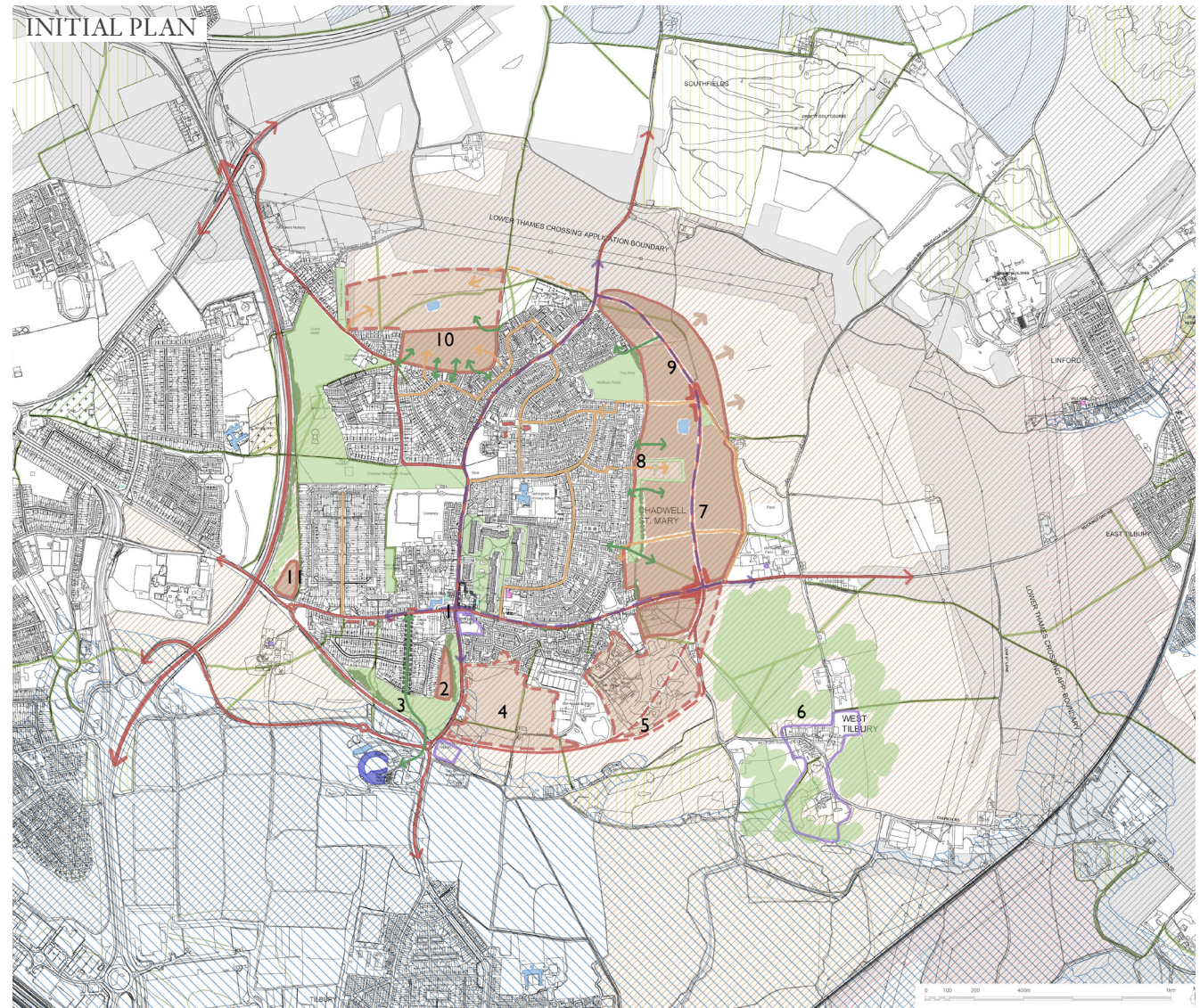
CONSOLIDATED PLAN

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:

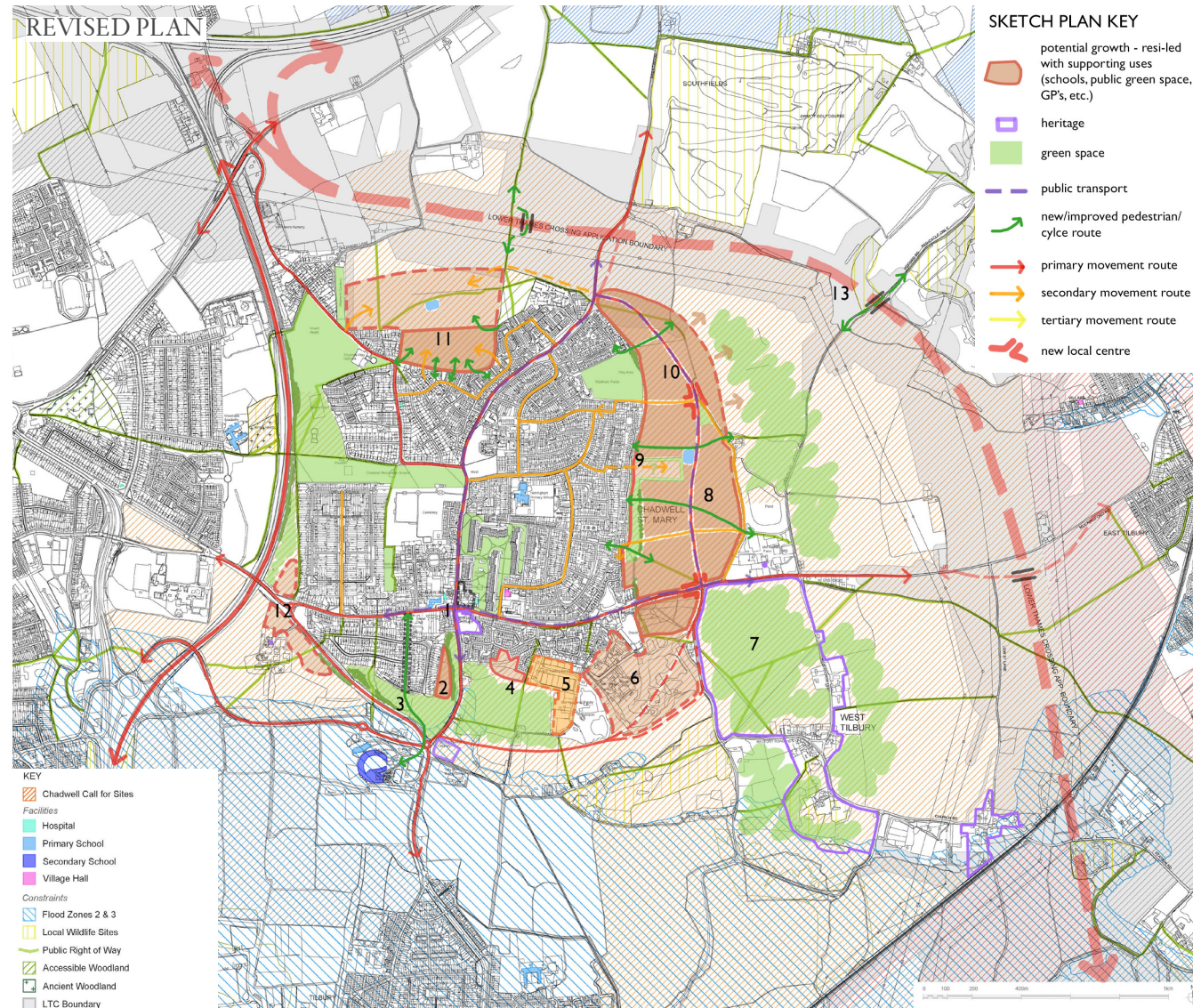
- Green buffer to the east added, with green routes to it.
- Noted access challenges are potential development area to the north and emphasised pedestrian links.
- Noted gate at no.3 to prevent motorbike access.
- Showed LTC and vehicular and pedestrian/cycle crossings.
- Potential development area east of Chadwell Hill greatly reduced.
- Potential industrial redevelopment area to south corrected.
- Protected heritage areas around West Tilbury corrected.
- West site north of B149 shown as lower potential, but area south of it included.



Note: Paler coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p47.

Consolidated Plan Notes:

1. The Cross Keys junction is reported to be the most problematic in Thurrock – being considered dangerous and experiencing severe congestion. Plans for the town must address this. Being the centre of town, the north-east quadrant would greatly benefit from improvement and redevelopment, incorporating mixed use and public open space was proposed.
2. The site between Chadwell Hill and the B149 has a steep gradient to the south, and the east portion is used for recreation/dog walking. A lane behind Lea Road exists however and it attracts fly-tipping. A modicum of housing could be provided here which would also resolve the dumping.
3. An informal pedestrian route from the Gateway Academy has formed. This should be formalised and made safe (i.e. with crossings, paving, and lighting, and a gate to prevent motorbikes). The public realm of Thames Drive could also be improved to maximise this pedestrian route linking the school and amenities of River View. The view from Thames View is also an asset that should be capitalised on.
4. Parts of the site to the east of Chadwell Hill are in walking distance of the amenities at Cross Keys and River View, and to Gateway. There is a steep gradient to the north however and the west portion is in Flood Zone 3. Only a small amount of development hugging the existing development to



CONSOLIDATED PLAN CONTINUED

the north was seen as appropriate.

5. There was discussion of potential 'lifting and shifting' of the Star and Coward industrial sites, and redeveloping the land as mixed use residential and employment. Greater assessment is required to determine which use is more beneficial to Chadwell.
6. The east-west route of the Cross Keys junction is the most problematic and therefore a relief/bypass road linking Muckingford Road to the base of Chadwell Hill is proposed. This could run either through or around the south-east open air storage sites. If through, the sites to the north, or to either side, could be brownfield development for residential or mixed use.
7. There is a strong desire to maintain the small and rural character of West Tilbury, so development in its surroundings should be avoided, including of The Great Common Field which is included in the conservation area boundary.
8. The greatest opportunity for growth was to the east. Development here would need to incorporate a primary north-south route to further relieve pressure on the Cross Keys junction. Rather than a bypass, this should be designed as a high street, incorporating shops, businesses, and community uses. Walkability catchments would likely require two local centres. (Those shown are about 10min walk apart.) The location of the east boundary is up for debate and would be dependent on the amount

of social infrastructure delivered.

9. Cole Ave provides extremely low permeability to the rest of Chadwell St Mary. One idea is to create access through to Hyder Rd, but this would require the acquiring and demolishing property on Cole Ave. The status of the Flat Iron field is uncertain – open green space for children will be vital in any new development but this should be located and distributed in the most beneficial and accessible locations.
10. Chadwell St Mary does not have a train station so a regular bus route serving the new and existing residents will be essential in order to keep car usage down.
11. The site to the north of Cedar Road is in walkable proximity to Defoe Parade and could infill the existing built-up area of the town to the north. Vehicular access would be somewhat challenging, but there are many opportunities for pedestrian links. Extending development to the north is a possibility but would need to come with much more substantial infrastructure, such as a primary school.
12. The site to the west of Lytton Road has only one access point opportunity and also borders the A1089, so due to walkability, noise, and pollution concerns, only a limited amount of development to the south-east of the site seemed appropriate. The sites to the south-west have decent proximity to River View and the Gateway Academy but are

somewhat cut-off by the B149; if safe and welcoming crossings could be made, some development to the north east could be suitable.

13. The LTC route and crossings as proposed by National Highways has been drawn in for reference.

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 - designed 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

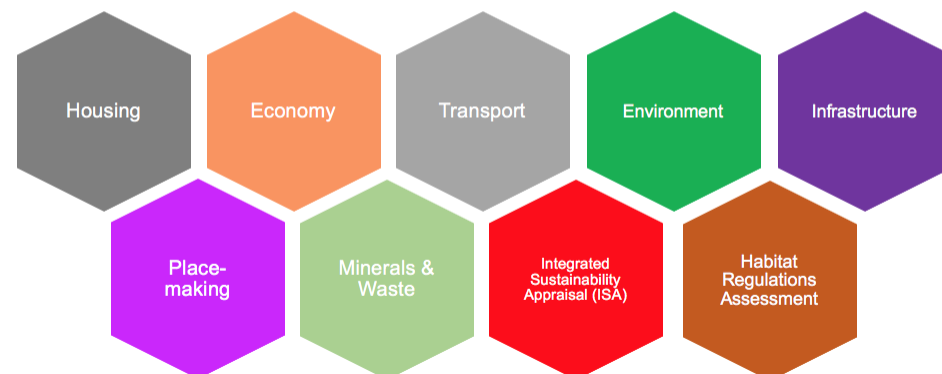
- Thurrock's current plan is from 2011 and so requires updating
- Will offer the long-term development strategy up to 2040
- Will cover:
 - Where new homes should be built, and how many, what type: affordable, size, special needs, etc.
 - Where new businesses, shops, leisure can go
 - Which areas need 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
- Much for residential, some for other uses –



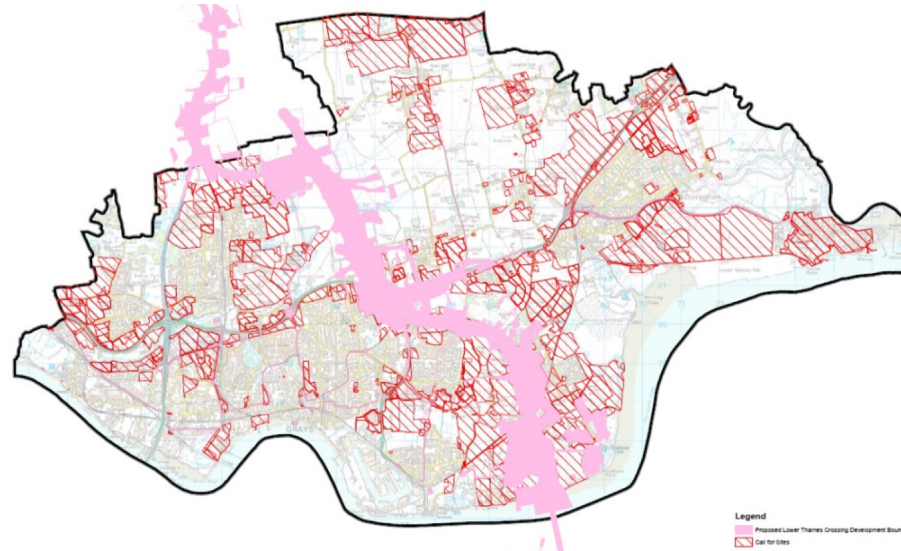
DEVELOPING THE EVIDENCE BASE



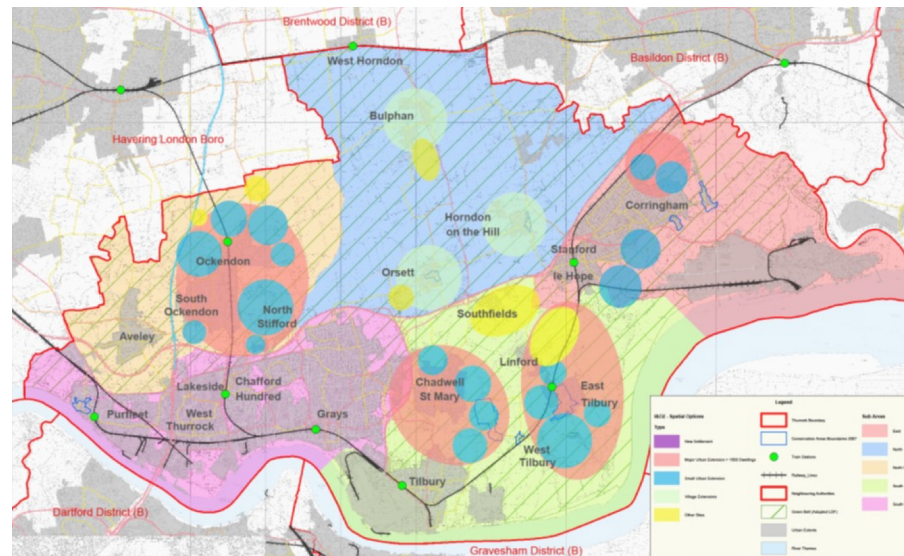
employment, leisure, etc.

- 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

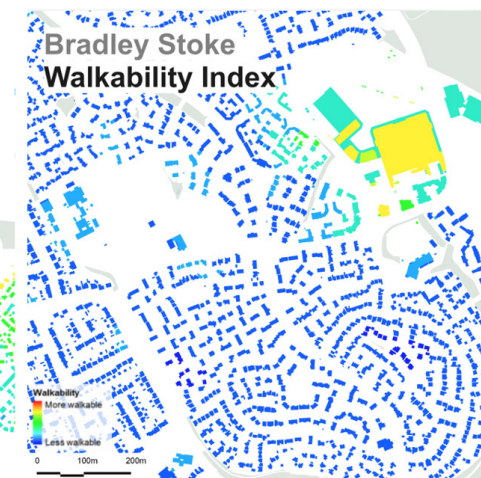


SUSTAINABLE URBANISM

- 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

PAULETTE MCALLISTER, JOSEPH HARDY DESIGN & HERITAGE

- Constructive conservation is an important part of new development - about moving forward in an informed way.
- Aim to conserve and enhance what is important.
- Communities should identify what is important at local level.
- 1777 Chapman and Andre map – shows the important relationship of Thurrock to the river Thames. Routes from the south to the north as the growth came towards the East Anglian region.
- At the intersection of Cross Keys - Grade I listed Church of St Mary, Grade II Chadwell House and the 15th century Grade II listed Sleepers Farmhouse cottage (in need of repair).
- Whole area is on elevated ground providing an important viewing corridor with a rural backdrop south of the settlement.
- The church does not have the public realm around it once would have had.
- St James' Church, West Tilbury - Grade II* listed, now in residential use.
- Sunspan House on Sandy Lane (20th century architecture) 1930's prefabricated house designed by Wells Coates and listed Grade II.
- Intrinsically important that there remains a clear separation between Chadwell St Mary and West Tilbury to avoid coalescence and to maintain their character and identity.



Grade I Listed Church of St Mary



Grade II listed Sunspan House



1777 plan of Chadwell St Mary

THE SETTLEMENT TODAY - THE BUILT ENVIRONMENT

AMY LINFORD, SENIOR DESIGN OFFICER, THURROCK BOROUGH COUNCIL

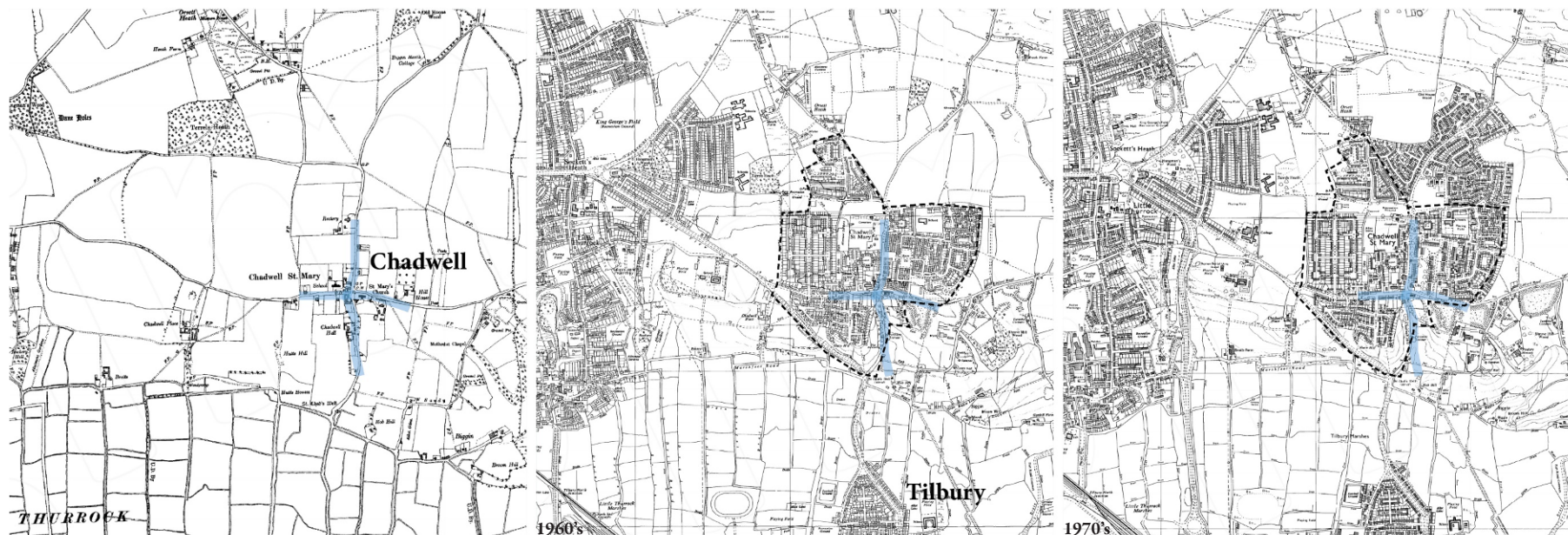
- Chadwell is a suburban settlement on a hill, built around a historic village, surrounded by farm and marshland.
- Set on a ridge, overlooking Tilbury - one can see the port and ships coming in the distance.
- It has a few parades of shops and several community spaces - mostly made by residents themselves.
- Pockets of housing extensions, creating many different neighbourhoods. Most growth in the area occurred 1930-1980.
- Primarily two centres of influence: one at historic crossroads at the Church of St Mary (known as Cross Keys) and one at Defoe Parade north along Brentwood Rd.
- River View, the road in from Grays leading to Cross Keys, has several small parades of shops. Pub and post office and shops at Defoe Parade.
- To the south: light industrial estate at Sandy Lane. Gateway Academy School at the bottom of the Chadwell Hill.
- Everything outside of Chadwell built up area is Green Belt. Most of it is agricultural land.
- Buildings are generally quite low. The ridge gives long views south with churches sitting on slight high ground along the Thames Estuary.
- Godman Road flats – the towers at the north end of town are a common typology in Grays and Tilbury. Otherwise mostly two storeys. Three storeys around



Clues to Chadwell life: 9. Shopping parade at Ruskin Road; 12. Chadwell amateur boxing club; 13. Defoe Parade; 16. local farm

the parade (housing above shops).

- Chadwell Recreation ground is sizable but sparse.
- Quite wide streets with grass verges in some of the housing areas which can often get used for car parking. Lots of lawn which might serve better purposes (around Ruskin Road for example).
- Materiality typically: white render, some brick, some pebbledash. Overall a typical Thurrock palette.



1920's -

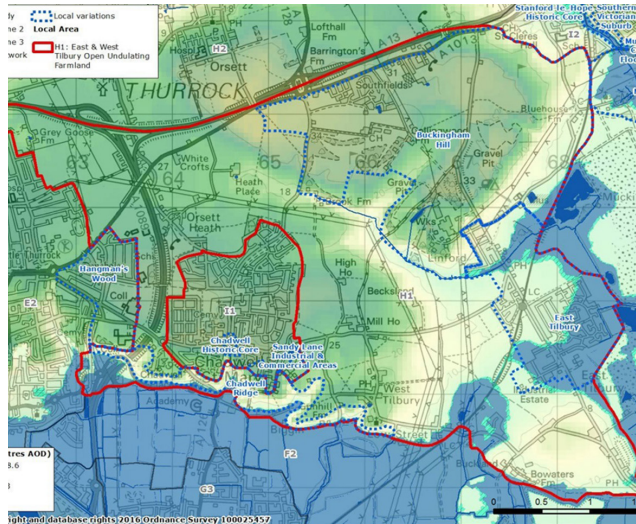
Evolution of Chadwell St. Mary



Chadwell St. Mary building materials

THE SETTLEMENT TODAY - NATURAL ENVIRONMENT

STEVE PLUMB, STEVE PLUMB ASSOCIATES LTD



Flood risk mapping

- Sands and gravel pushed down by glaciers and onto ridge by the last ice age have created this landscape. Therefore there has been extensive mineral extraction, particularly to the east. Also significant landfill sites - previous blighting of the landscape.
- Now mainly arable farmland closer to the settlement, and more quarrying towards Stanford. Quite intensively farmed.
- To the north and east it is relatively flat. Lack of trees and hedges provides long views.
- To the south there a distinct escarpment which drops away to the historic marshland. This tends to be dominated by grassland, often used for horse grazing.



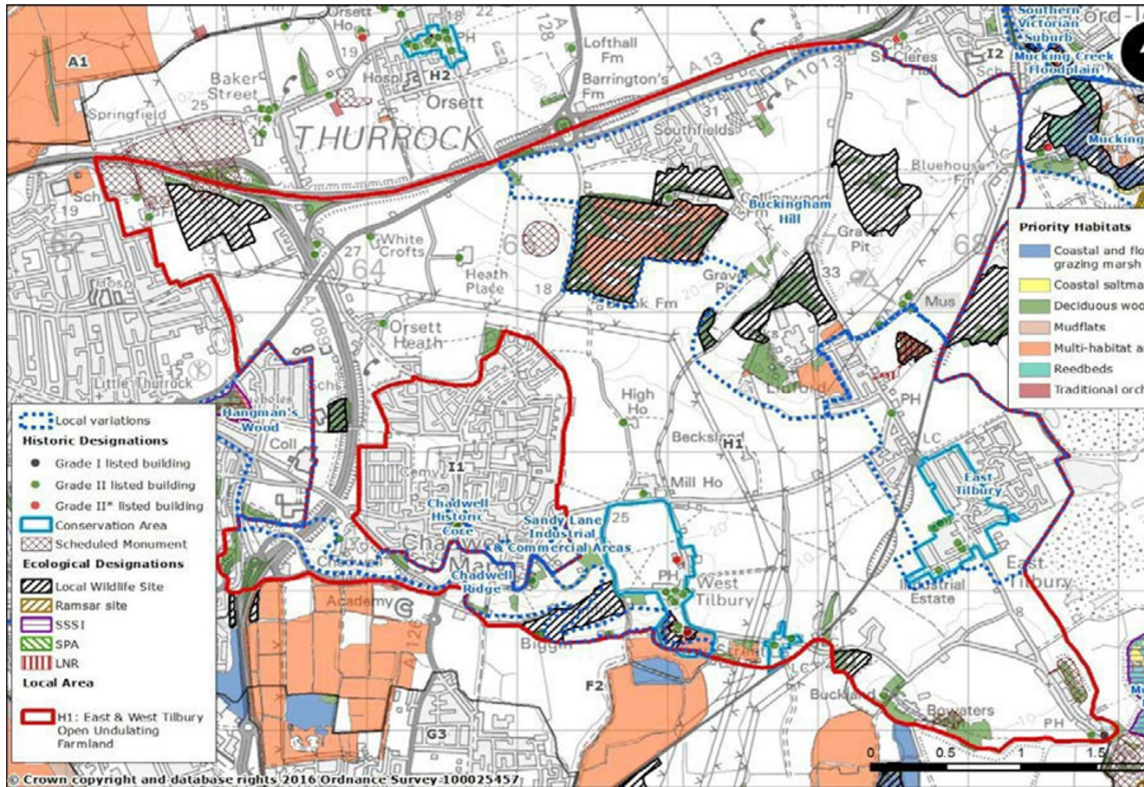
The difference in topography - to the north flat with expansive views

- It is important that any new development is sensitive to these landscape characteristics to minimise adverse visual effects.
- No statutory dedicated ecological sites, no SSSI's in the immediate vicinity.
- There are several Local Wildlife Sites. Unusual in that most of them are associated with former mineral extraction sites rather than natural habitats. These brownfield sites typically have important grassland habitat which is valuable for invertebrates.
- There is little woodland around Chadwell and those that are present are small and heavily used for recreation.



To the south the escarpment and marshland

- Chadwell is in the zone of influence of the Thames Estuary and Marshes protection area which are internationally important areas for wading birds along the Thames.
- Development in the east, either needs to pay a tariff for mitigation works to reduce adverse effects on bird-life, or larger schemes (above 100 units) have to include their own recreational provision to stop pressure of people going solely to the coast/Thames edge for recreation purposes.
- SEE Park designates five core areas. Chadwell is on the edge of the Central Marshlands area which follows the Thames. Pilot project includes



Local Priority Habitats

improvements along the coastal path. Want to improve linkages to larger sites but also look at local parks and recreation areas.

- Rights of way network is not good throughout Thurrock, largely due to marshlands and industry which cuts them off. There are several good routes in and around Chadwell; however few good circular routes. The bridleway leading towards Hangman's Wood and Deneholes to the west of the A1089 is very well-used.
- LTC - What opportunities are there to provide additional routes and links to other settlements, like to Linford for example? Aim to promote active travel.

HOUSING NEED

RYAN FARMER, THURROCK BOROUGH COUNCIL

- In comparison to other boroughs in South Essex, house purchase prices in Thurrock tend to be a little lower, though not rental prices.
- Chadwell St Mary Ward property purchase price increased by 42.6% from 2015-20 (higher than Thurrock average of 37.4%)
- Chadwell has more households on lower income bands – almost 50% under £30K.
- Property affordability – higher percentage of people priced out in Chadwell Ward than Thurrock average.
- Rental prices in Chadwell roughly average compared to other Thurrock wards.

	April 2015	October 2020	Variation
Thurrock	226,172	310,823	+37.4%
Chadwell St Mary Ward	215,304	306,980	+42.6%
East Tilbury Ward	187,156	264,837	+41.5%
Little Thurrock Blackshots Ward	267,501	384,026	+43.6%
Little Thurrock Rectory	220,411	310,682	+41.0%
Tilbury St. Chads Ward	163,722	251,836	+53.8%

Average property purchase price - Chadwell and neighbouring wards

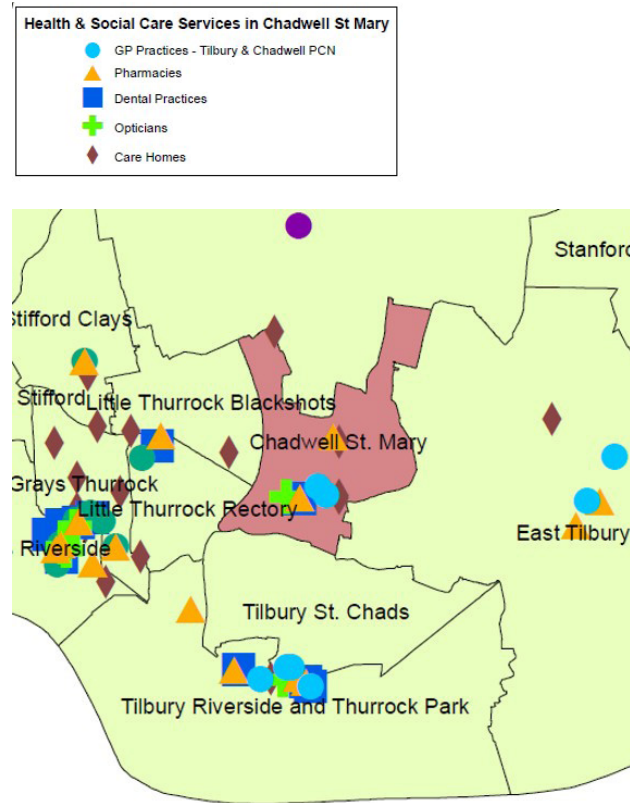
	Required First Time Buyer Household Income	% FTB priced out of market (Chadwell Ward Households)	% FTB priced out of market (Thurrock Households)	Required Owner Occupier Household Income	% Owner Occupiers priced out of market (Chadwell Ward Households)	% Owner Occupiers priced out of market (Thurrock Households)
Flat/Maisonette	£30-35k	48.9%	40.6%	£25-30k	39.9%	32.0%
Terraced House	£60-65k	82.9%	77.4%	£50-55k	74.7%	67.8%
Semi-Detached House	£65-70k	86.1%	81.3%	£55-60k	79.1%	72.9%
Detached House	£75-80k	90.9%	87.4%	£70-75k	88.7%	84.5%

Affordability figures

HEALTH & WELLBEING

KAREN BALTHASAR, 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.
- Chadwell St. Mary's key health concerns:
 - concern about going out after dark
 - high levels of unemployment and limited employment opportunities
 - high number of carers
 - high number of people living with long-term health conditions
 - limited access to healthy food options
- Aim to:
 - Address discrepancies in life expectancy
 - Focus on prevention
 - Offer opportunities for self care, access to nature, access to health facilities
 - Support for a growing older population.
- Currently in Chadwell there are: 2 GP's, 2 pharmacies, 1 optician and 1 dentist.
- There are also many positives to living in Chadwell:
 - green and active space
 - community library and hub
 - community forum



Map of current health infrastructure in Chadwell



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

ECONOMY - CENTRES AND PORTS

ZOE MCADEN, THURROCK BOROUGH COUNCIL*

- Places to work, shop and play – aiming for a careful mix of uses.
- Are there job opportunities here? Can people work from home – have the space to do so?
- Are there other spaces that should be enhanced?
- Main commercial centres at Defoe Parade and then River View, and also the centre to the west of the Cross Keys.
- One measure of walkability is whether one can get basic groceries within a 5-minute walk.
- Houses inside the blue circles can walk to the Londis, Spar, newsagents or One Stop within 5 minutes. New houses inside the blue circles will also be able to reach these shops quickly.
- The houses outside the blue circles? These are opportunity areas. Places we can make more walkable by the addition of services.
- Chadwell also hosted a lot of home based businesses even before Covid. These small enterprises are an important part of the economic ecosystem



Defoe Parade



'Pint of milk test' - 5 minute walking radius

* Presented by PF due to technical difficulties

EDUCATION

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

PRIMARY

- In the Tilbury Primary Planning area.
- No primary school capacity in the Tilbury planning areas. Limited capacity in some schools will be countered by surplus demand in others.
- In September 2020 - there were 528 children for 510 places.
- New primary school accommodation will be needed to accommodate new growth. No existing primary schools are suitable for expansion on their sites.
- Rule of thumb: 1,100 homes to generate a new primary school.
- Schools also help to generate mixed use, i.e. co-location next to a shop is really useful and profitable.
- Schools – particularly academies and faith schools – are under no obligation to offer a place to the nearest students. Church attendance, older siblings' attendance and other acceptance criteria affect whether the places provided go to the students living nearest.
- And parental choice means that many parents choose to drive their kids elsewhere. This makes it hard to plan and increases traffic on the roads and parking problems around schools.

SECONDARY

- Chadwell falls in the Central Planning Area.
- Thames Park is opening temporary accommodation



Primary schools in the planning area

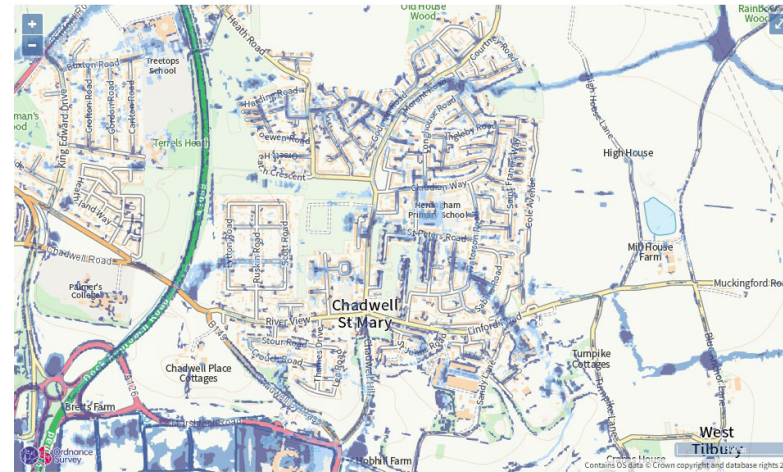
as the new school is under construction - should be ready to be open in September. Already limited capacity for future students.

- Orsett Heath has been bought forward too. But they have limited capacity to expand as they are built on constrained sites.
- With future growth the planning areas may change.

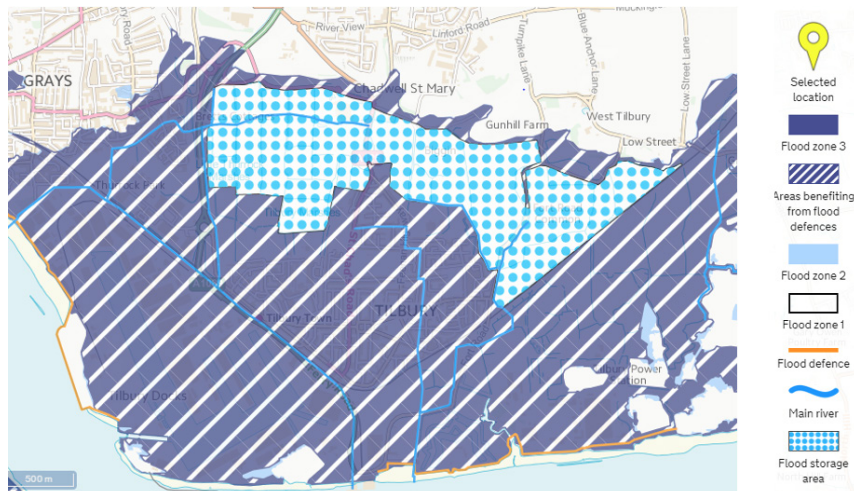
FLOOD RISK

REMSHA MOHAMMED REMLA, SENIOR FLOOD OFFICER, THURROCK BOROUGH COUNCIL

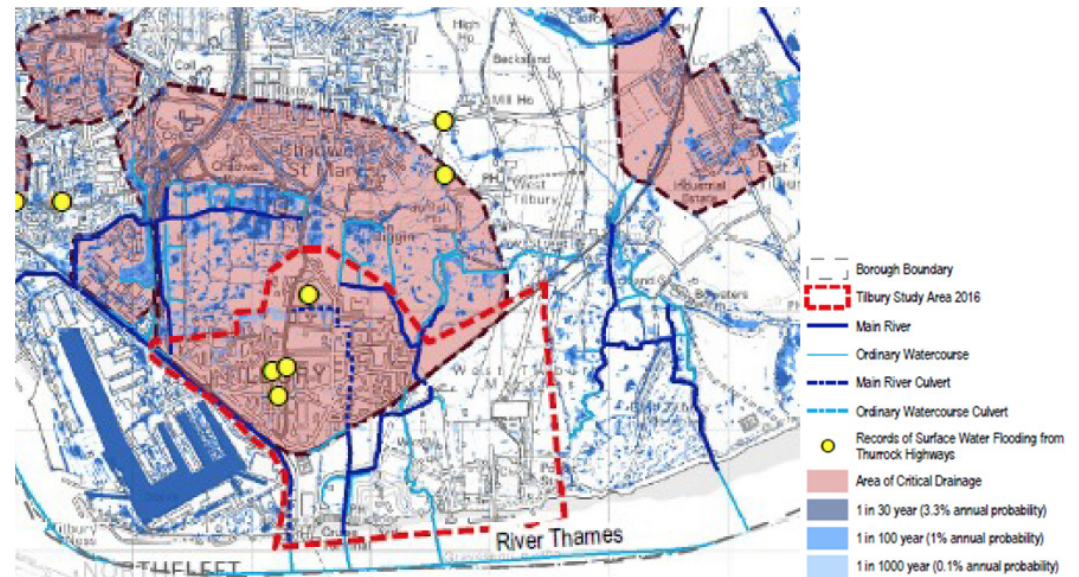
- Types of flooding: fluvial from rivers, pluvial from rain, tidal from sea, and groundwater
- Topography acts as a major factor.
- Not huge current risk from surface water in the area - one in 1,000 year probability.
- But Chadwell is in an Area of Critical Drainage.
- - This is defined as a geographic area where multiple and/or interlinked sources of flood risk including surface water, groundwater, sewer, main river and/or tidal surges can cause flooding during severe weather.
- For development within Areas of Critical Drainage, adequate drainage infrastructure should be provided to ensure that the site is not at risk of flooding and also to demonstrate that the surface water flooding is not increased in the surrounding area.



Surface water: Areas at greatest risk of surface water flooding due to inadequate drainage



Flood zones around Chadwell St Mary



Critical Area of Drainage

LOCAL TRANSPORT

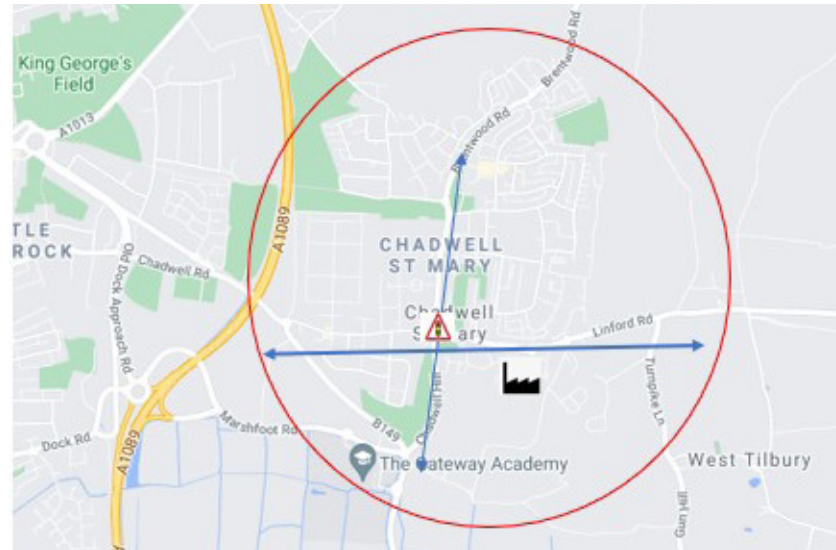
JULIAN HOWES, HIGHWAYS, THURROCK BOROUGH COUNCIL

Transport Issues:

- Significant vehicle movements from east to west in the morning peak hour, with a high west to east movement in the evening peak.
- Additionally, traffic also travelling down Chadwell Hill to access Marshfoot Road and the A1089.
- As a result, significant queues can occur at the Cross Keys junction due to the fact that it is at the conjunction of the north to south and east to west routes through the town.
- Westerly pass is somewhat under utilised.
- Heavy vehicles come through parts of the town to get to the industrial areas, such as Sandy Lane.
- We also know a lot of drivers use the east west route to avoid traffic on the strategic highway routes such as the A13.
- In terms of growth, we need to see road improvements as the current road structure won't cope.

Potential Solutions:

- Could look at an eastern bypass of to relieve the Brentwood road and Cross Keys junction.
- May enable the changing of the nature of the Brentwood Road, potentially only allowing access for bus and cyclists on parts of the route.
- Make improvements to public transport and walking and cycling facilities and link to other towns such as East Tilbury and Stanford le Hope.



Existing traffic issues at the Cross Keys junction



Could the solution be a bypass to the east?

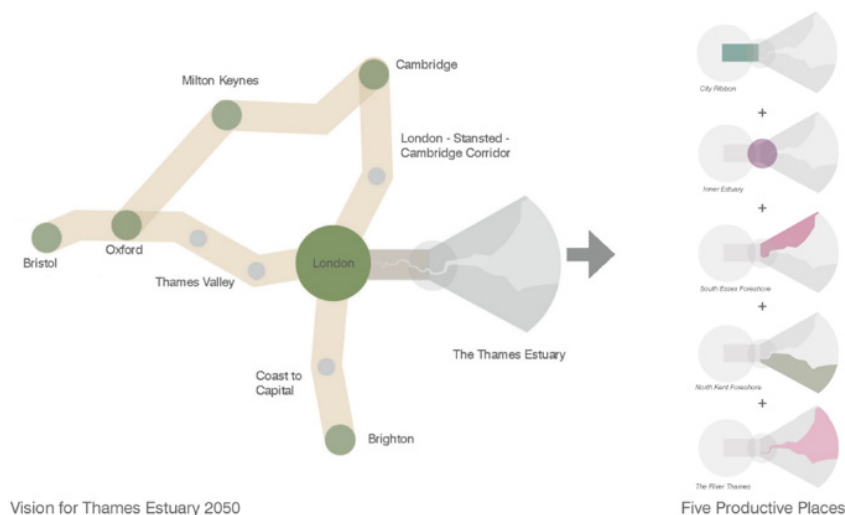
TRANSPORT VISION

RICHARD LATCHAM, TRANSPORT CONSULTANT

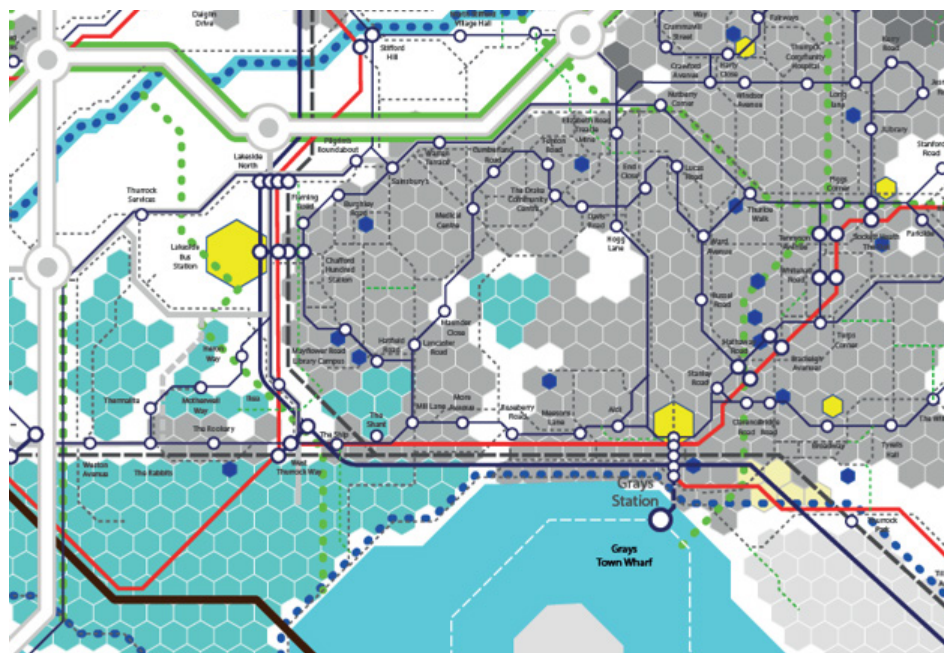
- Thurrock Transport Strategy 2023-2040
- Will establish a new strategic approach, policies and guidelines
- Detail how Council will plan for and deliver improvements across the transport network
- Three main parts:
 - Vision (2050)
 - Strategy (2040)
 - Action/Implementation Plan (5-year programmes)
- 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

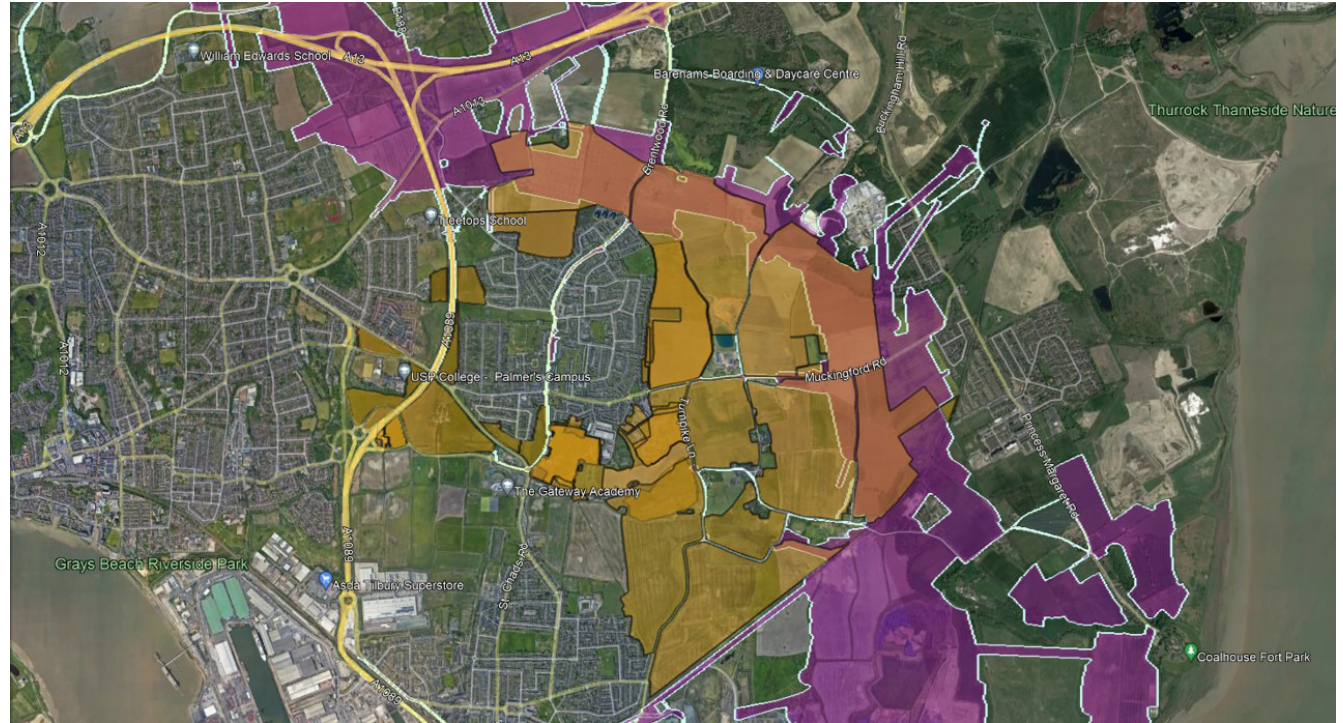


The nine strategic focus areas

CALL FOR SITES

LAURA PATTISON, THURROCK BOROUGH COUNCIL

- Current local housing need - 1,147 dwellings per year - calculated using the standard method.
- Based on demographic data and adjusted for affordability.
- There is a 40% uplift to try to deliver more housing - to make it more affordable for local people.
- The government are in the process of amending the standard method of calculation but it probably won't change Thurrock's numbers significantly.
- Thames Freeport will have a big impact. The outline business case has been submitted and they will be looking at upwards of 20,000 new jobs. Needs to look at the wider South Essex area too.
- Thurrock has sites that could deliver 6,400 units - mostly from Purfleet. This is a less than 2-year land supply. Council has to have a 5-year supply in place - which means they are vulnerable to speculative planning applications. The planning balance is given to housing supply - so that will affect their ability to reject applications when they come forward.
- Site to the west of the Dock Approach Road (the triangular site) is already being built and relate more to Grays than Chadwell.
- Are doing some high level assessments of the sites that have been forward in the call at the moment to see what is suitable.



Land brought forward in Call for Sites around Chadwell St Mary in yellow. Purple shows LTC application boundary.

PRESENTED BY PAUL SALLIN, THURROCK BOROUGH COUNCIL

NATURE AND ENVIRONMENT

- BUILDINGS AND TRANSPORT

- SOCIAL

- FINANCIAL

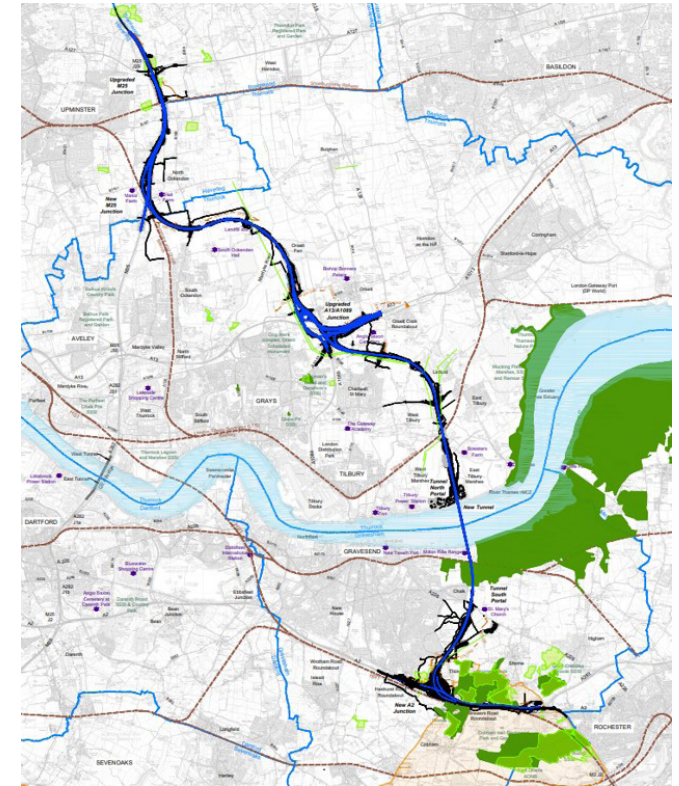
- Final and complete results of the survey can be found in Snapdragon's *Public Consultation Report*.



LOWER THAMES CROSSING

CHRIS STRATFORD, Highbury Planning Consultants

- The current predicted path runs close to Chadwell but not through it
- It is meant to double road capacity across the Thames
- Is currently in the pre-app stage and is going through the Development Consent Order process. Their first one was submitted in 2020 and they withdrew it in November 2020. Did a community impact consultation in summer 2021.
- The council have made comments on this.
- The LTC have reduced their land requirement to allow the Freeport to expand.
- They are meant to be re-submitting later this year but it's not known when.
- There are several bridges (under or over) and four green bridges.
- Thurrock are currently trying to agree with them extra provision for active travel.
- Potential local impacts are high - noise, vibration, landscape, visual, cultural heritage, drainage, material assets, climate, etc (long-term and during construction).
- Others include: construction traffic, public rights of way closures, working hours etc
- They are making moves to what the council want but slowly.
- Current mitigation packages are set out, which they must do legally.
- Most of the measures are fairly standard. Some will be legacy measures, and council-led support measures.
- Have got to technical agreement on 40 or 50 of the measures. Are not making much progress on the major items yet.
- Timetable will be determined by the length of the DCO application process.
- There will be 5 planning inspectors and the examination will be over a 6-month defined period. Then there will be a recommendation report to government from the planners. 15-28 months to decision by the time they start reviewing. Then there may be high court challenges or judicial review etc.
- Would not be granted DCO until 2024 at the earliest.



Current indicative route

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)

Q - *Cllr*: Will the presentation slides be shared?

A - *PF*: Noted that all of the technical briefing slides won't be shared as many of them need a narrative to explain them and not be interpreted out of context. Thurrock officers will liaise further with the councillors with that.

Q - *Cllr*: Where is the Call for Sites process in its current trajectory?

A - *Council*: Clarified - all the sites are in a big pot and the technical assessment work is ongoing. Allocations will be made in the Draft Local Plan projected to be completed at the end of 2022.

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:

- Ruskin Road Estate - long nice gardens to the rear and in front quite wide streets, with verges. Nearly everyone has a garden. Few hedges and trees. Little alleyways that go up the narrower roads.
- Godman Road flats are a bit of an anomaly within the area, but typical of larger Thurrock towns. Tower blocks – retrofitted with entrance/ wind lobbies.
- Waterson Road estate on the eastern edge of Chadwell. Quite familiar character - mostly red brick. The school has nice trees and planting.
- Independent shops, takeaways etc. along River View.
- Cross Keys junction is the historic core. Library acts as a hub as well with lots of council and community-run events. Couple of surgeries and petrol station, school located here.
- Defoe Parade - looks like there was some public realm improvements in the 1990's. Paving/ planting etc. Shops on the ground and residential above.
- Aluric Close represents more modernist Chadwell, 1960/70's, with terraces which have long rows and concrete fins. In and around is quite a large open garden space which is apparently quite well used.
- Quite a lot of traffic around the roads near the Gateway Academy. Some near-miss accidents here.
- Tilbury Marshes - between Tilbury and Chadwell is



VIRTUAL SITE TOUR CONTINUED

- a mixture of marsh and industrial land.
- Old House Wood - next to the Godman Towers.
- Chadwell Rec - children's centre.
- Dock Approach Road - footbridge takes you to Little Thurrock/ Grays.
- Temporary and permanent land for the LTC touches the top of Chadwell.
- Cole Avenue - hardly any access points to the west. Flat open fields to the east and some small pedestrian cut-throughs, but little other access.
- St Francis Way - desire lines shown through the park, but there are no specific pavements/paths etc.
- Character of West Tilbury village is very different. A two-part village: the green (with nice historic buildings), then Church Road - the church with house next door which has its own character.
- Muckingford Road is quite flat and you get longer views to East Tilbury.
- The high level power lines will likely stay and need to be considered as part of any proposals.
- Land above Cedar Road - one can see the pylons and views to the high rises. Looking at it from Heath Road. Noted that it is well used by dog walkers, and as a footpath into the farmer's field in several different directions.



C - *Cllr*: Noted that residents were promised a bypass before any further development happened. Particularly in the St Johns area where there might be development on the industrial estate. The Cross Keys junction will have problems dealing with that.

A - *Thurrock Transport*: Noted that it could go to the east - but difficult to say given the landscape of the area. Also it was noted that further significant development can't happen without relieving the Cross Keys junction stress.

Q - *Cllr*: Who put forward Flat Iron Park through to the Call for Sites? Noted that it is a piece of land held in trust for the children of Chadwell.

A - *Thurrock*: Noted it may have been part of an earlier submission and perhaps no longer (would check).

C: Cross Keys is busy in all directions. It has been widened over time but there's not much pavement left.

C - *Cllr*: Felt it would be good to look at a bypass and redevelop the historic centre around the church. Chadwell doesn't really have a heart of the community. People come to the library - but there isn't really a proper centre where people can congregate. Plus, lots of community facilities are being sold off for housing. No real main high street. Perhaps this was due to the topography of having the hill

there.

A - *Thurrock Transport*: Noted that River View is already traffic calmed. But a bypass would completely change the way routes operate. Look to reduce traffic - make them public transport and walking/ cycling only.

C - *PF*: The Chadwell bypass to the southwest at the moment is very much a bypass. But a route to the east could be a bypass, or more like a tree-lined avenue and part of the fabric of the town which might have shops and schools and housing on it, etc. Could be more of part of the growth of Chadwell.

C - *Cllr*: Many HGV's flout the weight limit (7.5 tonne) on local roads. Also speeding on Brentwood Road and Heath road is a problem.

A - *Thurrock Transport*: Noted that Thurrock are looking at camera reinforcement of HGV's and they would be happy to take that to the Traffic Safety team.

C - *PF*: Asked for a view on the tour from Thames View - where one can see the river and get a really wide view. There are informal routes down to the school there - should there be anything more formal? Could Thames Drive be made more enticing for pedestrians and cyclists as it is very wide? It's a definite route and desire line to and from the Academy and River View.





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