



CORRINGHAM

THURROCK
STAKEHOLDER
CHARRETTES &
PUBLIC DROP-INS

DEC. 2021 - MARCH 2022



THE
PRINCE'S
FOUNDATION



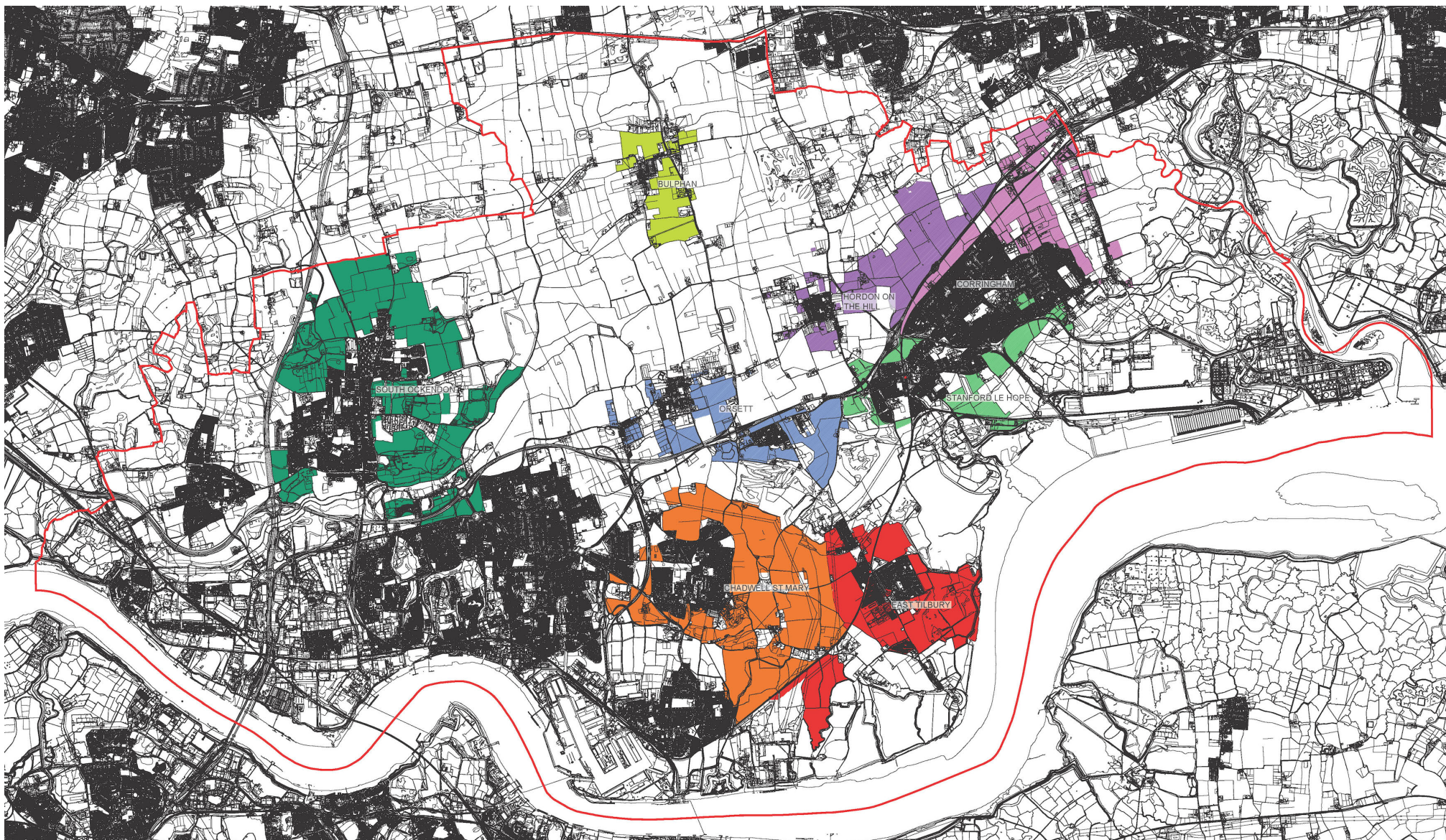
The Prince's Foundation. Registered in Scotland. Charity number SC038770
Registered Office: Dumfries House near Cumnock, East Ayrshire, KA18 2NJ
T +44(0)12 9042 9916 | F +44(0)12 9042 5464 | W princes-foundation.org

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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 Plan.

* a concentrated and collaborative session of design and dialogue

OVERVIEW

LANDOWNER WORKSHOP SUMMARY

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

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

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

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

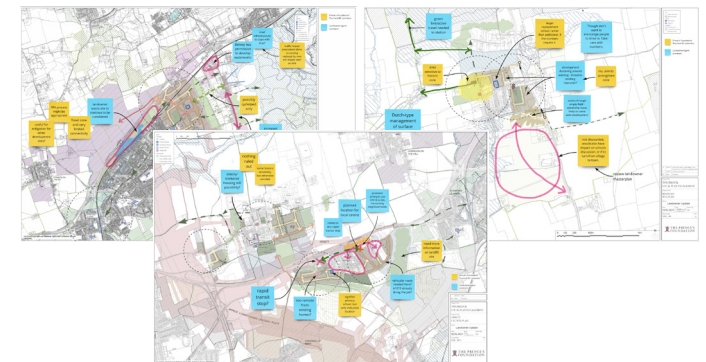
department leads and landowners, many of whom have detailed knowledge of their sites’ potential and constraints. The aim of having the landowners and council departments together in this forum was also to encourage a wider place-making conversation, rather than a focus on specific sites, and to encourage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

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

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

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

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

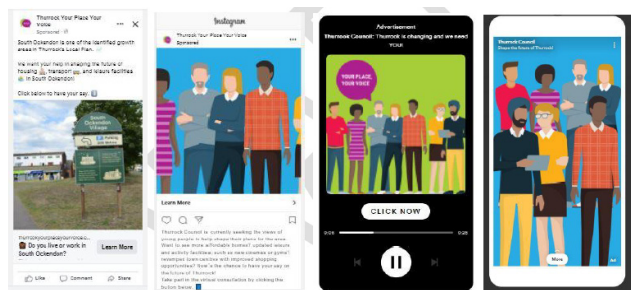


OVERVIEW

GENERAL PUBLIC ENGAGEMENT

COVID-19 IMPACT

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



Selection of social media adverts used throughout the process

ENGAGEMENT METHODS

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

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

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

SUMMARY OF RESPONSES

63 people completed the main BIMBY survey for Corringham. 90% of respondents are concerned about climate change and suggest planting more trees and green infrastructure. 67% of respondents felt that there are heritage assets that need to be protected, such as The Pegasus Club and The Regent.

85 pins were dropped on the mapping software (as below) which included: positive comments about the area generally and about Giffard's School; positive and negative comments about Corringham Recreation Ground; concerns over more development, speeding vehicles from the Manorway, lack of adequate health infrastructure, and building on Green Belt land.

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



Right: Corringham online survey results for Mapping Quality of Place

OVERVIEW

COMMUNITY STAKEHOLDER CHARRETTES

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

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

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

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

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

BIMBY

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

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

The output is an emerging vision of a 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 25 January 2022 as a virtual event. Attended by 23 team members (the Prince's Foundation, Thurrock Borough Council staff, and consultants), eight community stakeholders, and seven landowners/agents.



CHARRETTE OUTPUTS

S.W.O.T. ANALYSIS

Information delivered in the technical briefings, from the Q&A, discussion and virtual tour (refer to appendices at page 25 onwards) has been summarised and distilled in the following S.W.O.T. analysis.

STRENGTHS

- Has conservation area
 - Old core with pub and church
- Views of historic Corringham and Fobbing church towers
- Well-used civic centre
 - Many shops, businesses
- Fobbing remains distinct, rural in character
- Marshes, nature access – Thames Nature Discovery Centre to south
- Pre-school at Corringham Town Park – gives life
- Areas with mature street trees
- Langdon Hills, historic woodland to the north
- Some views out to the higher ground
 - Giving contained, countryside feel
 - Awareness of countryside around
- Low social housing turnover – suggesting residents somewhat happy with their location, although suggests not enough social housing to meet demand
- IMC due to open spring 2022
- Access to sports facilities
- Healthy food options including food bank
- Community library, community centre, active forum
- Corringham – well covered for walkable distance to at least a small grocery shop

WEAKNESSES

- Manorway – heavy traffic – barrier
 - Pedestrian underpasses that can feel unsafe
- Pitsea Landfill
- Poor rights of way network – few loops, hard to access, use
- Not a great deal of social housing properties
- High numbers of children in poverty, smoking, hospital admissions for stroke
- Thurrock fourth most under-doctored area in England
- Transport
 - Traffic on Manorway
 - Giffords Cross/Springhouse junction
 - Rookery hill
 - Narrow roads – Fobbing
 - Southend/Lampits junctions
 - Lorries going through local rather than main roads

OPPORTUNITIES

- Pitsea Landfill site being restored
- SEE – enhance existing, knit together, promote active travel, better water management
 - Some of the initial work around Corringham and Stanford le Hope
- Good neighbourhood design
 - Safe walking and cycling routes
 - Improved access to healthcare services
- Traffic mitigation measures
 - Close level crossing in Fobbing?
 - Limit Lion Hill access to buses?

- Thurrock sits in 3 or 4 of the government's identified Thames Estuary growth areas
- 20,000 + new jobs predicted

THREATS

- Increasing population – pressure on habitat at
 - Langdon Ridge SSSI and Vange and Fobbing Marshes SSSI
 - Thames Estuary and Marshes RAMSAR – over wintering birds
 - Some non-designated – fields, woods, hedgerows
- Wards: 46 and 53% property price increase 2015-2020
- Risk of loneliness in older people
- All seven primary schools near or over capacity
- Three secondary schools – only some capacity at Hassenbrook, but likely over capacity by 2023
- Flooding
 - Flood zones to the south and east (outside current settlement area)
 - High risk of groundwater flooding – up Southend Road and Branksome Ave zones
 - Climate change likely to increase flooding events
- People working at Freeport could commute in through Thurrock if don't provide opportunity to live locally
- Low housing supply could open borough up to speculative development

CHARRETTE OUTPUTS

BREAKOUT GROUP 1

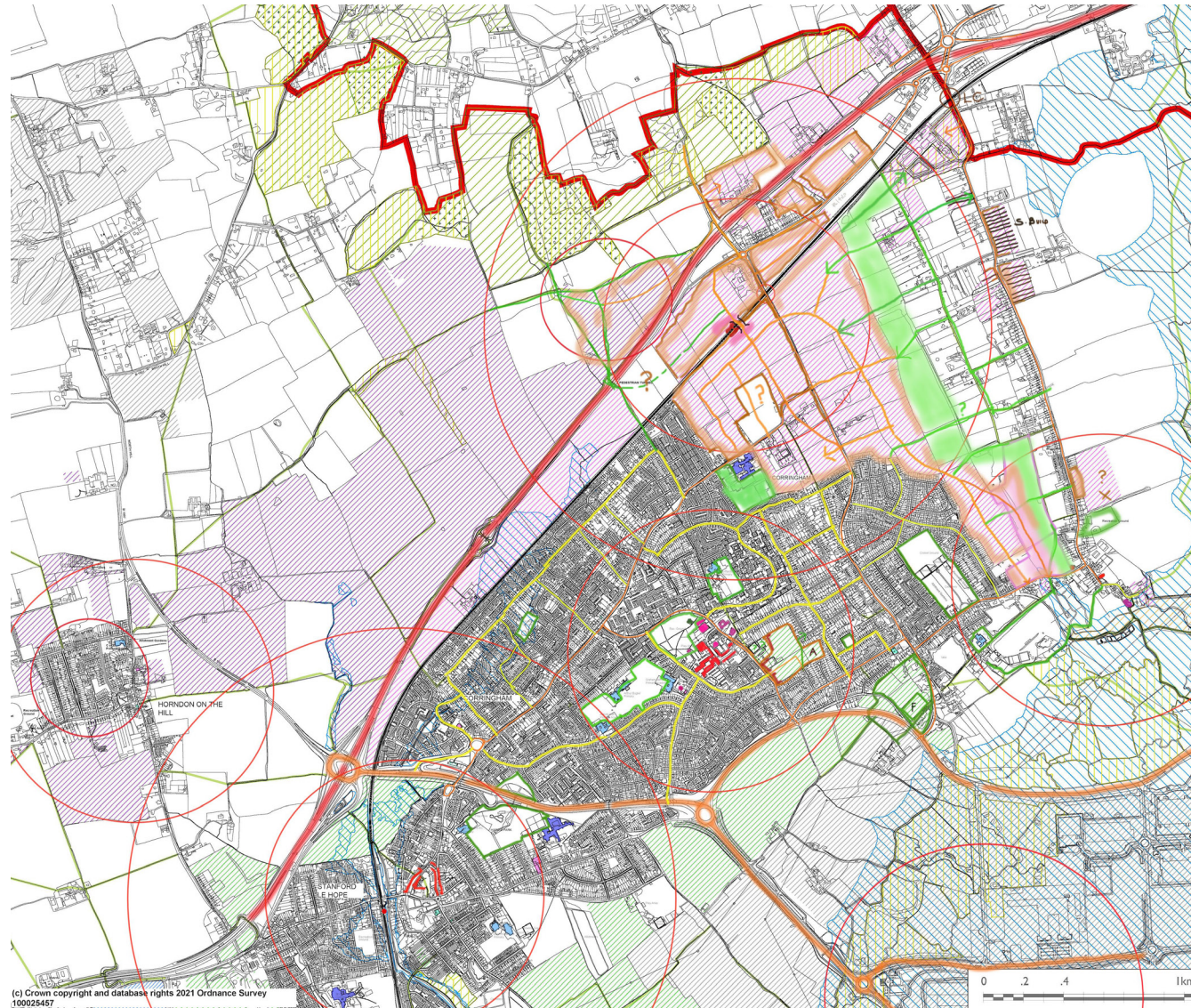
GROUP MEMBERS:

- Andy Cameron, PF - Group lead
- Sarah Robinson, PF - Assistant lead
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Public Health
- Thurrock Council Officer - Design
- Thurrock Council Officer - Design
- Community Representatives:
 - Thurrock CVS
- Landowner/agent Stakeholders:
 - BDW
 - Arcadis - land to the south

KEY DISCUSSION POINTS:

Existing

- Is the local centre generally well used?
- Opportunities to make connections through Springhouse sports ground look possible.
- Springhouse Sports Club grounds
 - Pembroke Avenue - possible gated access to the Springhouse sports ground. Feel this could take some density as it's close to other facilities, like the parade etc.
 - The green spaces distribution - not quite equitable as it stands. In the north there is a lack of green spaces.
 - Council Design Officer noted they had observed that often sports clubs are on the edges - odd bits of green dotted around, instead of squares fronting onto housing, etc. or purposefully designed 'green'



space.

- The football club site has come forward as a possible site - does the football club have plans to relocate?
- How could we enhance the existing centre; how to improve the existing public realm for example from a safety and beauty perspective as well as health and well-being/ air quality, etc.?
- Drew in the movement routes.
- Parcel of land south of the Manorway was not favoured for development by groups last week (during Stanford-le-Hope's charrette) - as it's fairly disconnected from Corringham itself.
- Five Bells junction fairly well used locally but also cross-borough for the Hospital and Basildon

Potential Growth

New station/railway halt.

- Is a new station or halt viable?
- Looked at where the 10-min walk from the new station reaches.
- Gable Hall school could make use of a new railway station as a 10-minute catchment from the station would also include the school.
- Could it be improved in the future - frequency etc. of trains? Might be that it isn't delivered all at once, but slowly and then expanded as needed?
- Could we sort out some of network rails problems (like the level crossing, weak bridge, etc.) which could help discussions on the station?
- Landowner/Agent Stakeholder shared proposals for the site to the north with 750 houses - but it doesn't

show real development around the station.

Development around new station

- Green buffers would be needed along the A13 and railway line.
- Question why the lower fields of Cawder Hill Farm not included.
- Corringham is quite vibrant - so don't want to detract from that at 'north Corringham' if that were to become a new centre. Could it be far enough apart that it has its own catchment?

Wren's Farm Site(s)

- Landowner/agent view on the Wrens Farm site (large zone north of the A13) is that Thurrock have lots of other much more deliverable opportunities. Perhaps too difficult in this plan period. A garden village there is a big leap to make. How would it relate back to the station? The bridge wouldn't get you to Corringham - does it end up being stand-alone, a residential dormitory settlement.

Corringham-Fobbing Zone

- Landowner/agent: Questions what happens when the Manorway closes or when everyone tries to get through Corringham up to the Five Bells junction. Could there be a new relief road to the east of Corringham? N.b. This is the land she is promoting. - Could provide a route to the east of Lampits Hill which could then be a green belt boundary all the way down to Fobbing Road. This could free up the difficult bridge junction and give more resilience. - Could become a spine route that could feed into a network of cycle and pedestrian route through to

Fobbing. Does a road sit at the edge, or centrally within the parcel - what works urbanistically and with regard to quality, etc.? Wide tree lined avenue? - What would happen when that route hits Fobbing Road though? Is there a way for it to connect to A1014? It looks unlikely at present as none of that required land is currently available.

- Landowner/agent: The eastern side of the site is topographically challenging.
- Make active space rather than leftover space (between edge of Corringham and Fobbing)

Fobbing

- Some small-scale development alongside the High Road in Fobbing, filling in but in a linear ribbon fashion.
- Landowner/agent: Stated that self-build plots are an issue - that they can cause issues developing a site from a developer view or a buyer's perspective. Could Fobbing be more suited to self-build on these infill sites? Could be quite interesting if they follow the typology of the village already - e.g. linear plots rather than cul-de-sacs. Carefully considered on each plot's merit. Rather than a small percentage of a large housing development.
- Issue with flooding needs to be considered in Fobbing.
- Bellway housing application being built out now on the water works site (north end of Fobbing next to railway). - Council Design Officer noted it is a very car-heavy scheme with cul-de-sacs, etc.

CHARRETTE OUTPUTS

BREAKOUT GROUP 2

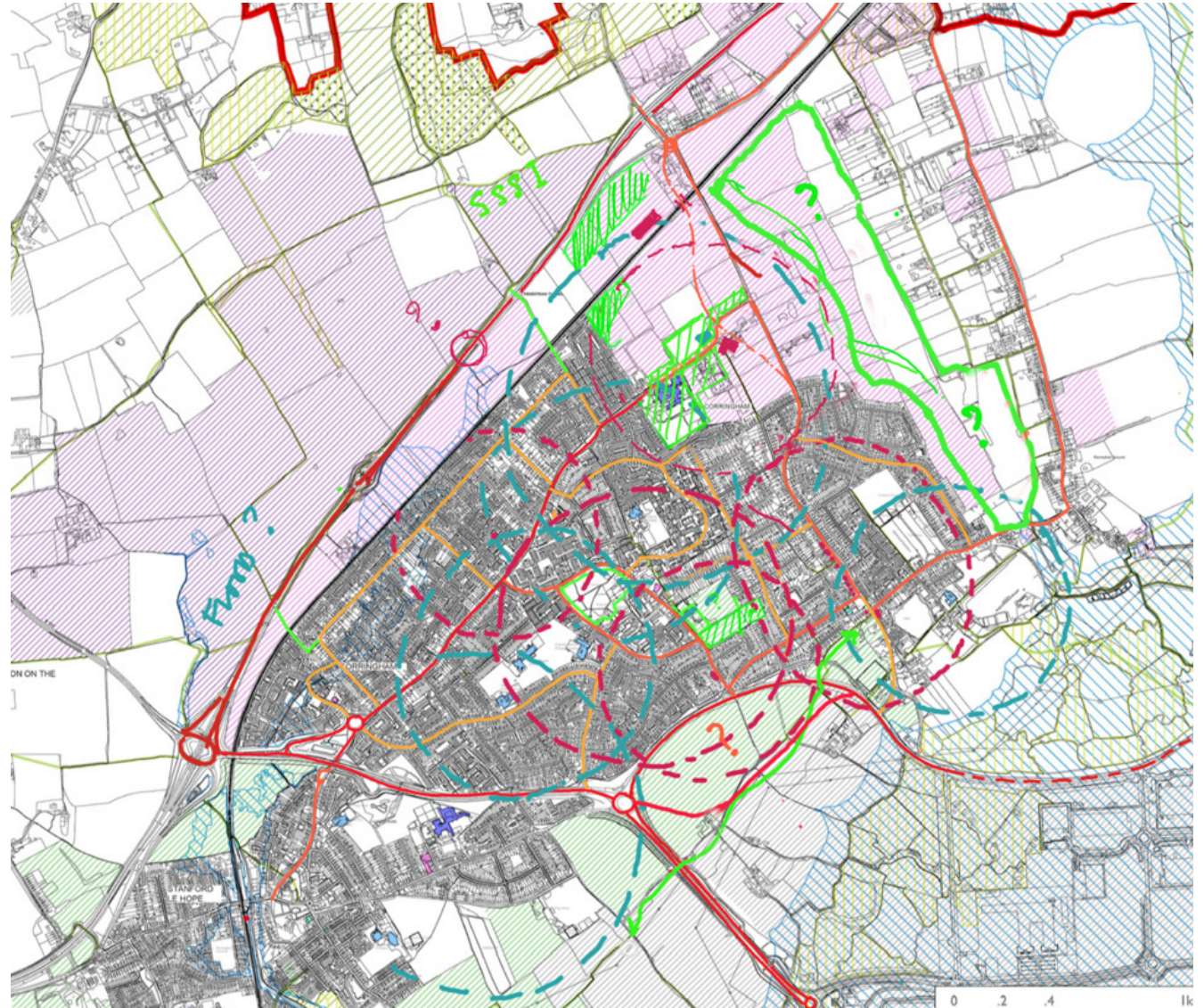
GROUP MEMBERS:

- Ben Bolgar, PF - Group lead
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Flood
- Thurrock Council Officer - Design
- Thurrock Council Officer - Landscape
- Community Representatives:
 - Corringham, Fobbing, & Homesteads Community Forum
 - Impulse Leisure
- Landowner/agent Stakeholders:
 - local resident and landowner
 - Iceni

KEY DISCUSSION POINTS:

Landowner Information

- Iceni's land is that around and to south of possible station. Their original (presumably rejected/withdrawn) proposal included 750 dwellings, plus new station, flood mitigation between station and A13 also providing a car park for station, and park and ride to DP World. If submitting now they would be looking at a larger site area, extending further to east, for approximately 2,500-3,000 homes, plus station, hotel, new primary school alongside existing high school, and moving school playing field across Southend Road to adjoin existing main grounds to south.
- If the station wasn't deliverable for whatever reason,



Iceni suggested they'd still now be looking to develop the larger site area but at lower densities, equating to approximately 1,500 homes. Iceni suggested the larger development was needed to deliver key new strategic infrastructure.

Potential Growth

- Locals were worried about the traffic implications of the Iceni proposal.
- Residents were very sceptical that park and ride to PC World would work in practice.
- Iceni suggested Basildon Council were keen on the idea of a new station with potential growth across the border in mind. However, a number of constraints to growth on the northern side were discussed including flood risk, the A13 and Langdon Hills.
- In relation to the Iceni proposal, the Council flood risk and landscape officers both raised the issue of flood risk and disturbance of water flow systems which would need to be allowed for/mitigated and which might reduce the developable area. Visual impact was seen as important, with the suggestion that development should stay on the western side of the valley separating Fobbing from Corringham rather than extend across to the east in relation to the peak of the ridgeline in north Fobbing.
- A gas pipe was also mentioned as a possible constraint to the Iceni site proposal.
- Southend Road runs along a valley bottom and

further growth increases flood risk problems here.

- Need for flood mitigation either side of the railway/A13.
- Community Stakeholder mentioned previous proposals for land between the proposed station and Southend Road including a lake at its heart.
- Council flood risk officer highlighted a climate resilience project, which is looking at rainwater harvesting in Balstonia amongst other things.
- The group was generally concerned that any development between Fobbing and Corringham to the south, where the valley was more distinct, wouldn't be appropriate, though that judgement on this should be informed by visual impact assessment.
- A number of people were concerned about growth in north-east Corringham overloading Church Road and Rockery Hill which would detrimentally affect the character of this special historic area.
- PF raised the idea of growth to the south of Corringham. This could include downgrading of part of the A1014 and new replacement provision to the south, to overcome existing severance issues from the rest of Corringham. Iceni also/alternatively suggested the idea of a sports hub here.

CHARRETTE OUTPUTS

BREAKOUT GROUP 3

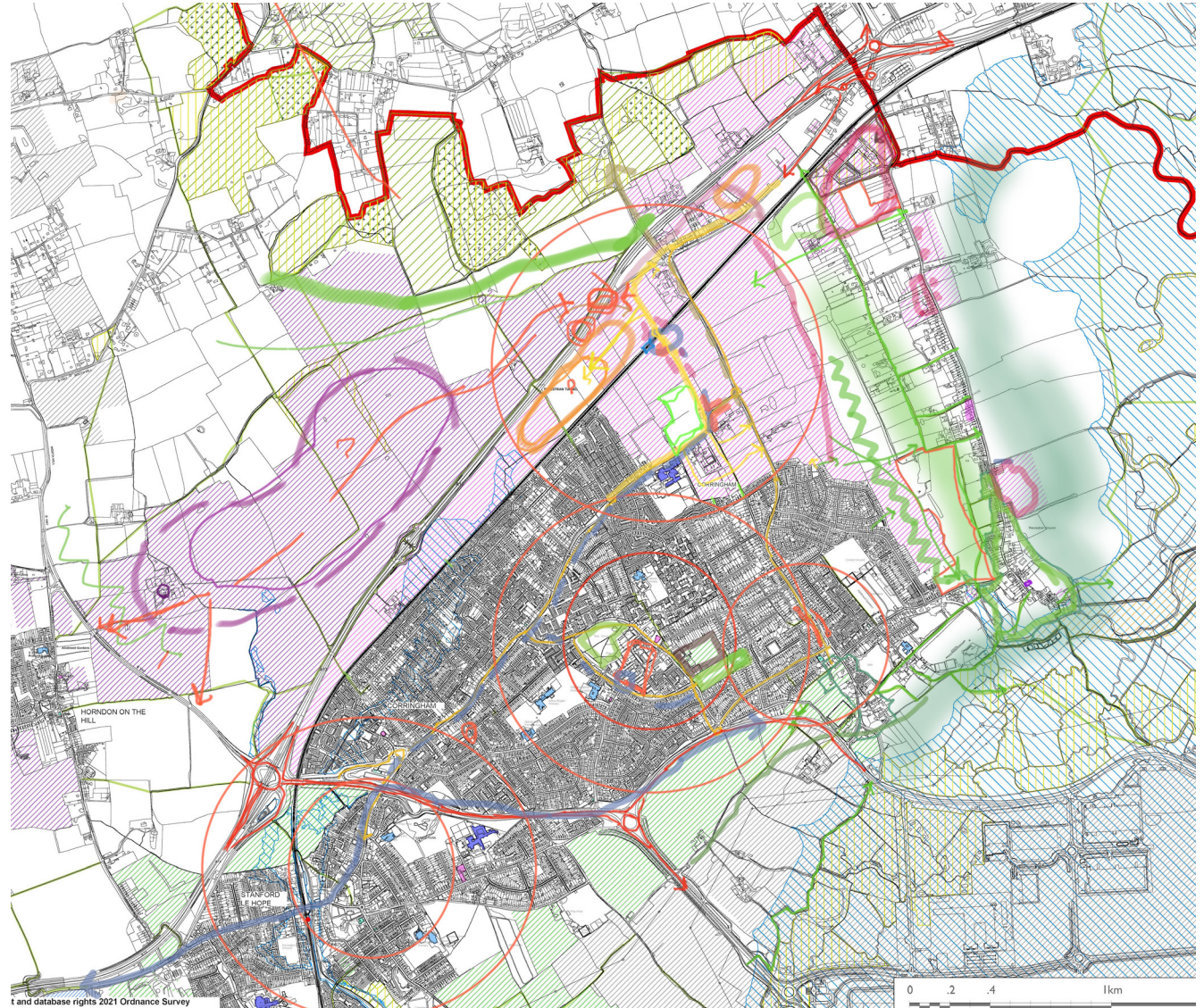
GROUP MEMBERS:

- Kim Hitch, PF - Group lead
- Deirdre Connell, PF - Assistant lead
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Public Health
- Thurrock Council Officer - Transport
- Thurrock Council Consultant - Historic Environment
- Community Representatives:
 - Designing Out Crime, Essex Police
 - Thurrock Coalition
- Landowner/agent Stakeholders:
 - Greenacre Farm (between A13 and railway line)
 - Landowner and Fobbing resident (site north end of High Rd just south of waterworks)
 - CBRE

KEY DISCUSSION POINTS:

Existing

- Manorway junction with A13 – main area of congestion, but only at peak periods
- Lampits Hill – can only go north and east
- Marked conservation areas:
 - Each has Grade I listed church.
 - St Michael's in Fobbing and row of historic buildings.
- Land to east of Fobbing seems open, visible, sensitive.
- Footpath to south west dies at Manorway.
- Footpaths branch out between the historic quarters, but there are gaps.
- Ex-waterworks site at the north end of Fobbing High



Road:

- Building work commencing.
- Bellway permission for about 180 units.
- There is a track running north and south at the west edge of this site, parallel to High Road.
- Drew 5-min walking catchment around St. John's Way shopping area. There is also a smaller parade to the east.
- Springhouse Infill Site:
 - Planning permission for 99 flats and renovation of Springhouse Sports Club.
 - South area to be left open as public green space.
 - Travelling show people are regularly positioned on this site.
 - East parcel is allotments.

Potential Growth*Landowner info - Fobbing site south of waterworks*

- Want to provide smaller downsizing properties, approx. 60 bungalows with 24 hr security. (Sandy Bay – precedent of a similar type of development, 110 acres.
- Council: It is generally thought elderly housing should be in proximity to amenities. Seems doubtful many amenities could be delivered with that amount of housing
- PF: Not keen on gated communities.
- Landowner: Open to discussion with the council on what they feel would be most appropriate.
- Council: Note that waterworks site was considered

brownfield, while site under discussion is greenfield.

Potential North-East Neighbourhood

- A new railway halt could go either side of the existing bridge:
 - Drew it to the south west to better serve both existing, and potential, new housing
 - Could have new bridge over railway along with it. Discussed if this new railway bridge route could connect to the A13:
 - Long road lengths would be required to join a motorway (due to the necessary distance to accelerate/decelerate).
- Currently people cycle and walk to One Tree Hill via Lampits Hill, so downgrading it to a non-vehicular bridge could enhance that.
 - Concern that downgrading could restrict emergency vehicle access but proposed that the new route could serve that purpose.
- Discussed the possibility of a rapid transit route down Manorway to Port.
- Issue of potential new development to the east tying into the existing town fabric/street system.
 - Mention that when there is a lack of gaps/availability of access, sometimes developers buy up and demolish key houses to create the access.

South-East Land

- Important area due to potential coalescence – don't want Corringham to start swallowing its neighbour.
- Fobbing is on higher ground than neighbouring

Corringham, which is something to consider regarding visual impact.

- Discussed whether access should be explored between Corringham and Fobbing;
- - This area is valley and contains badger sets, so vehicular access joining onto Lion's Hill would not be right.
- - This land serves many purposes - settlement hierarchy, ecology, openness.

North Potential Growth Area

- Looked at rerouting the main route to the A13.
- Proposed a commercial/mixed use local centre south of the new station/halt, to serve the potential new housing as they are out of the 5, and even 10 min, walking catchment of St John's Way.
- Discussed whether development should cross the railway.
- Where does Corringham start/end? I.e. should the railway continue as the boundary?
- Topography may have impact on what you can, or want, to do.

Fobbing Sites

- Fobbing currently has very few amenities, therefore is very car reliant.
- Creating a more meaningful sense of entry at the north end of High Road could be helpful.
- Thought some sensitive infill along the High Road, and particularly at the south-eastern-most site, could be acceptable.

Land Between Railway and A13

- Not convinced of suitable development as is quite inaccessible and has flooding concerns.
- Landowner/agent representing the site: If development north of A13 occurs, then this land should be considered with it. Could also be useful for access infrastructure for the A13, or for biodiversity net gain for other sites.
- If a railway station is built, could perhaps consider employment use to north end with mitigation south.

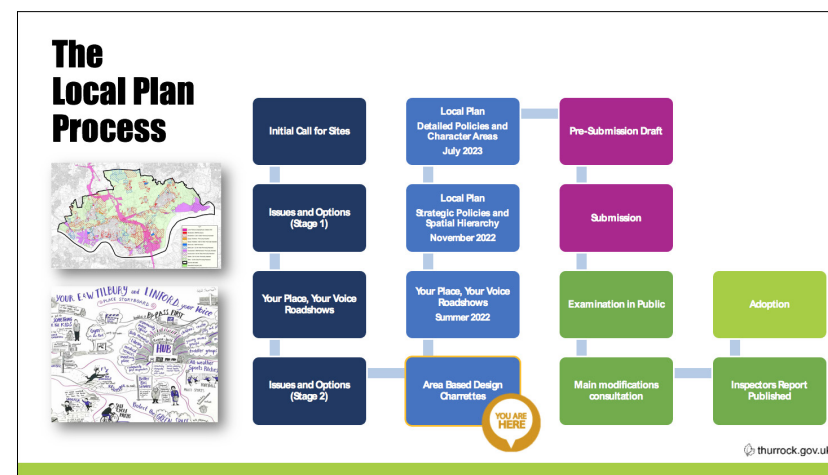
OVERVIEW OF PUBLIC DROP-IN PROCESS

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 session
 - 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 JANUARY 25TH, 2022
(2 public attendees)

Top Priorities

Q - Resident: What plans are there for a medical facility and where will be located? Even with the IMC coming in, it's known there is a shortage in the area. With an ageing population it will be really key to see more support. Ideally it should be before the houses are delivered.

A - Council: The IMC will hopefully cover some of the GP issues, but also cover some of the facilities from the Orsett Hospital. Once we have developers' plans in, and get an idea of how many people will need the GP facilities going forward, then we can plan for them. For now, keeping an eye on the GP books and numbers so can plan for them going forward. It is a bit of a chicken and egg situation. Until we know the capacity, we cannot really say. Will work with developers and ensure that GPs are asked for as part of new developments.

Q - PF: Is there a demand in the area, and is there a decent provision for places to downsize for older

population?

A - Council: There are plans around Collins House. Is keen that people can make suggestions as part of this plan to give considerations to how they can keep people well - green spaces, walkable communities.

Top Priorities

Q - Resident: The oil port will be coming on stream soon and therefore the pressure on Sorrells roundabout would need to be eased sooner rather than later?

A - Council Transport: Thames Enterprise Park, which is still under determination, comes with a package of measures for improvement. That is being assessed by Highways England and Thurrock at the moment. It may be that upgrading the Manorway unlocks development in the future. It would help to pull traffic away from other areas and assess how it is interacting with the local community. You would probably look to have a defensive screen to deal with it. If it was moved, it could provide some benefit for residents (existing and new). Thames Enterprise Park is a 15-year development plan.

Q - Council: Would like to hear what local people think about the relationship between Fobbing and Corringham. Thurrock Council is conscious that there is a green buffer and in some places it is more sensitive than others.

A: No responses to that.

Q - Council Transport: Would like to see resilience route for the network.

A - PF: Yes, aimed to show that [in sketch] and where it might sit - an opportunity for a relief road through the green buffer that might offer resilience. But topography needs further consideration.

C - Council Transport: There needed to be some consideration about traffic coming from Canvey Island - and the industry that will be built in that area and the impact of load.

Q - Council Landscape: Concern about the road going through the conservation area and particularly joining onto Fobbing Road. Whilst its convenient, connecting into the Manorway will be difficult.

A - Resident: There is already a tight junction at Giffords Cross Road. Need to consider alternatives.

SESSION 2, 7:30PM JANUARY 25TH, 2022
(0 public attendees)

SESSION 3-5
11:00, 12:30, & 14:00
SATURDAY, JANUARY 29TH, 2022
(1 public attendee)

C - Consider sea level rise - the EA are not building further defences and in fact are wanting to remove some defences to give land back to water. Also don't have tidal

CHARRETTE OUTPUTS

SATURDAY DROP-IN SESSIONS

SESSION 3-5

11:00, 12:30, & 14:00 JANUARY 29TH, 2022

(2 public attendees in total across the three sessions)

Comments received

- 50 survey responses are not representative of Corringham.
- Brownfield sites should be considered for development before green field sites.
- There was a disappointment expressed over the lack of attendance
- Fobbing and Corringham should be separated and create a new station
- Council should outreach to the forums more to get a consensus of what people want.

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.

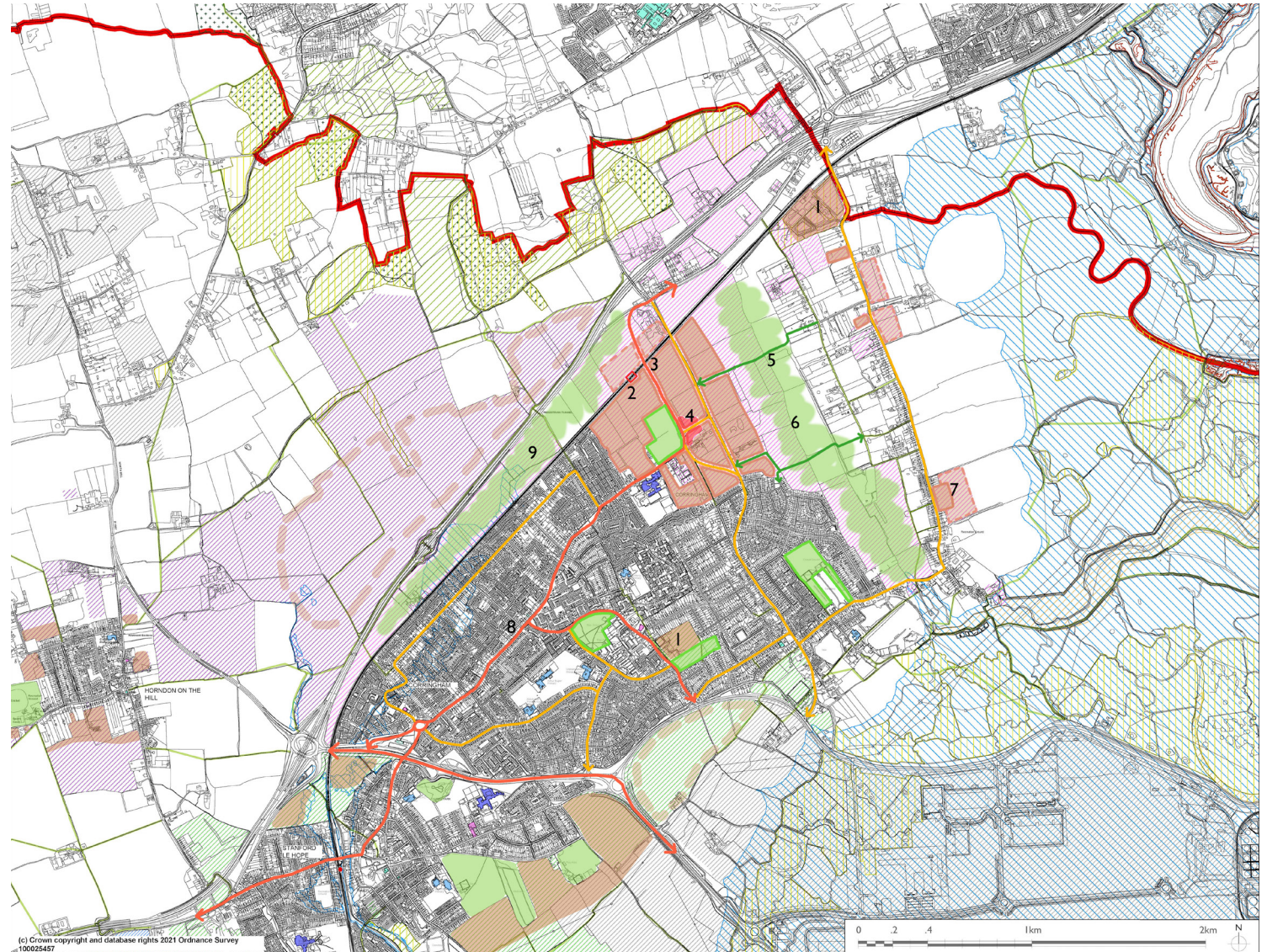
The plan was then shown at the Saturday virtual drop-in session and subsequently adjusted considering comments made by the public.

SKETCH PLAN KEY

-  potential growth - resi-led with supporting uses (schools, public green space, GPs, etc.)
-  heritage
-  green space
-  public transport
-  new/improved pedestrian/cycle route
-  primary movement route
-  secondary movement route
-  tertiary movement route
- new local centre

KEY

-  Chadwell Call for Sites
- Facilities**
 -  Hospital
 -  Primary School
 -  Secondary School
 -  Village Hall
- Constraints**
 -  Flood Zones 2 & 3
 -  Local Wildlife Sites
 -  Public Right of Way
 - Accessible Woodland
 - Ancient Woodland
 - LTC Boundary



Note: Paler coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p43.

CONSOLIDATED PLAN NOTES

1. The ex-waterworks site in north Fobbing already has planning permission for 168 dwellings and the Springhouse Sports Club site is under planning determination for 95 dwellings and replacement of sport club facilities.
2. All groups felt that a new railway station/halt (which has been suggested by developers in the past) would be key to creating sustainable growth in the north east of Corringham. This would both benefit existing Corringham residents and enable less car-reliant growth to the north.
3. The existing Lampits Hill/Southend Rd bridge could be downgraded, and a new bridge built along a new primary route near the new station and serving potential development. Development north of the railway was considered, as it could maximise the use of the station, but it was also felt that the track may define the boundary of Corringham.
4. Housing in this area would be out of the 5 or even 10-minute walking catchment of the St John's Way shops and therefore would require its own local centre with shops and other amenities such as a primary school and potential community facilities.
5. Pedestrian and cycle links should be developed between Fobbing and Corringham to enable active travel between.
6. It was seen as important to keep a green buffer between the two settlements to avoid coalescence and maintain the character of each.
7. It was thought the inefficient linear form and purely residential nature of Fobbing makes it less able to support sustainably growth. Some limited housing though – perhaps self-build could however be acceptable, and particularly in the south if it could enable the reopening of a local shop.
8. A regular bus service/mass rapid transit system would be encouraged, coordinated with the train stations and serving the ports, to further reduce car reliance.
9. It was felt that the narrow land between the A13 and railway was generally inappropriate for development due to accessibility issues and flood risk. It should maintain its drainage function and could potentially contribute to net biodiversity gain.

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'.



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

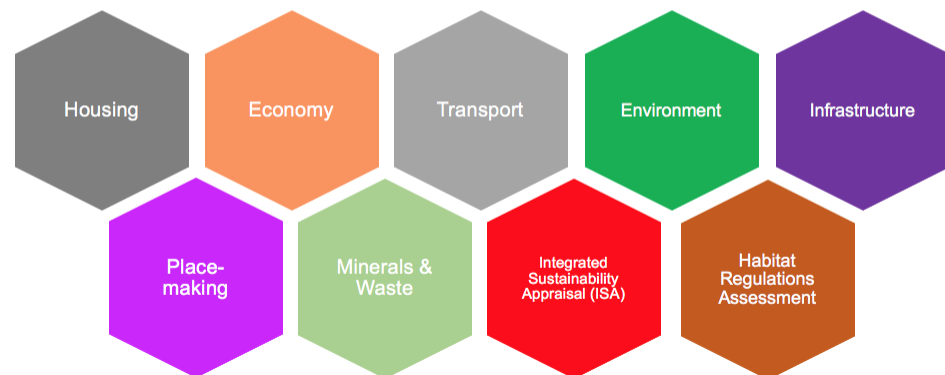
- Thurrock's current plan is from 2011 and so requires updating
- Will offer the long-term development strategy up to 2040
- Will cover:
 - Where new homes should be built, and how many, what type: affordable, size, special needs, etc.
 - Where new businesses, shops, leisure can go
 - Which areas need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



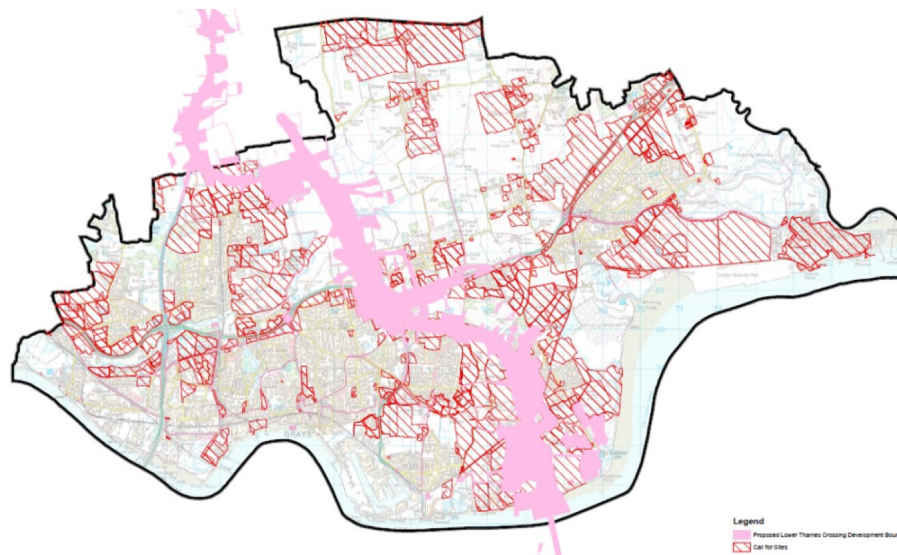
DEVELOPING THE EVIDENCE BASE



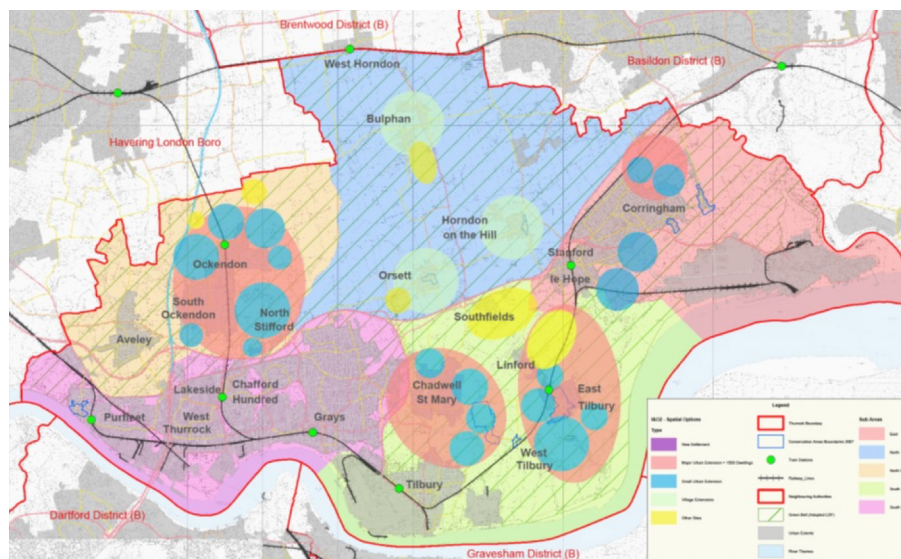
employment, leisure, etc.

- 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 Purleat 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:

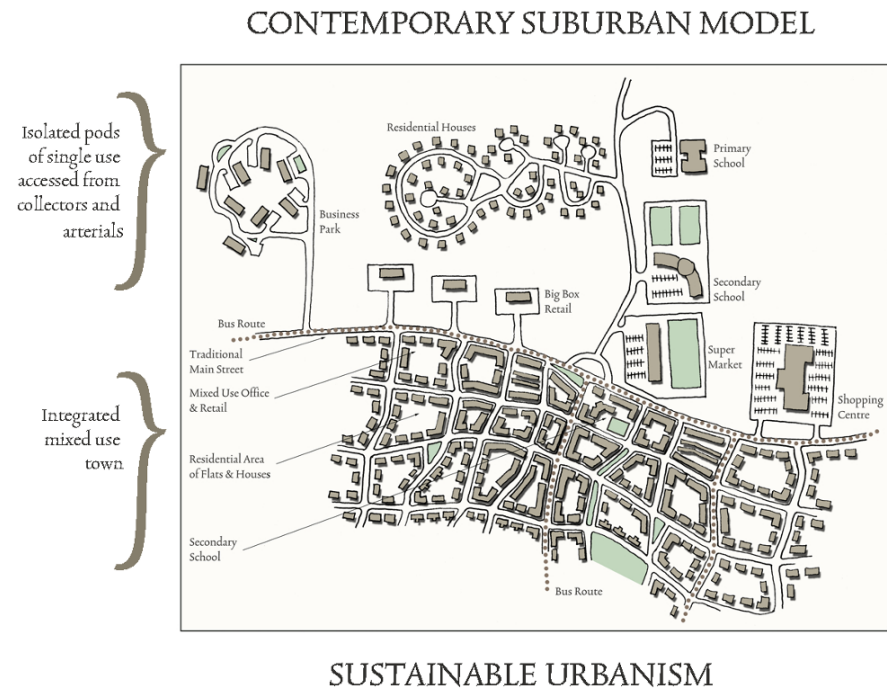
- Working with Thurrock Council to provide place analysis, visioning and spatial strategy work at a key early stage in the preparation of the Local Plan
- Three strands of work:
 - Council gathers evidence base;
 - Engagement with landowners and developers, who share technical information helping team 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.

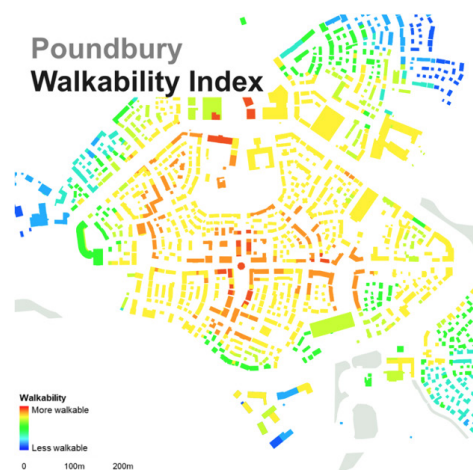
- Example II: Upton (working with Homes and Community Agency)
 - High energy rating homes, SUDs
 - Showed that design codes can be used to great effect, but if not policed, things revert to typical low-quality product.
 - Developers lobbied to water down the design code, which degraded the qualities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



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



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



Space Syntax

HISTORICAL DEVELOPMENT OF THE SETTLEMENT

PRESENTED BY PAULETTE MCALLISTER, JOSEPH HARDY DESIGN & HERITAGE

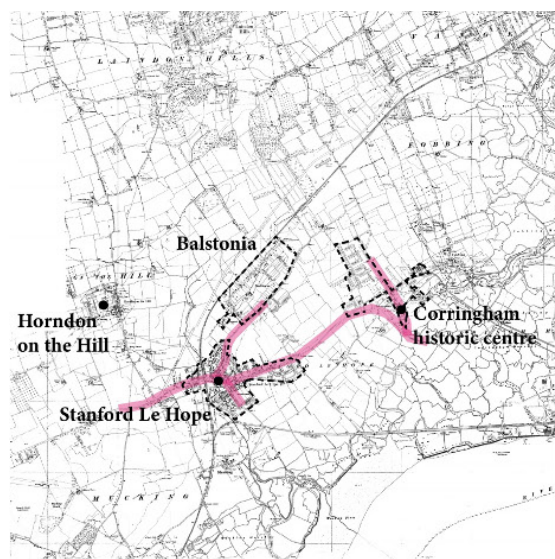
- Heritage isn't there to stop change or growth. Constructive conservation at plan making stage must be practiced and worked through with communities, and learn to inform new development and growth.
- Grade I listed church - Church of St. Mary's, at the centre. Important to think about views and separation of settlements, retaining their identity even when there's growth.
- What is locally significant? What is unique to Fobbing/ Corringham - and what non-designated assets do the community engage with? Through local designation, we can afford them protection and the community are key in doing that.
- The Corringham Conservation Area was first designated in 1973 and subsequently had its boundary extended in 1986. The most recent Character Appraisal was adopted in 2007 and the new edition is about to go to consultation. Looking at setting and views.
- The special interest of Corringham is primarily drawn from its legibility as a fairly compact historic village established on the very edge of the marshes.
- Farmsteads and manors in the environs are important to conserve.
- Two historic settlements – old Corringham and Fobbing -with highly significant points of origin demarcated by two Grade I listed buildings, churches:
- The separation and long views are a material consideration in growth and the edges are sensitive.
- We don't have to replicate Corringham, but we can learn a lot about sense of place.
- Purposed planned 20th C expansion.
- It's not restoration or preservation, it's about managing change and moving forward. Need to understand local areas more surgically.



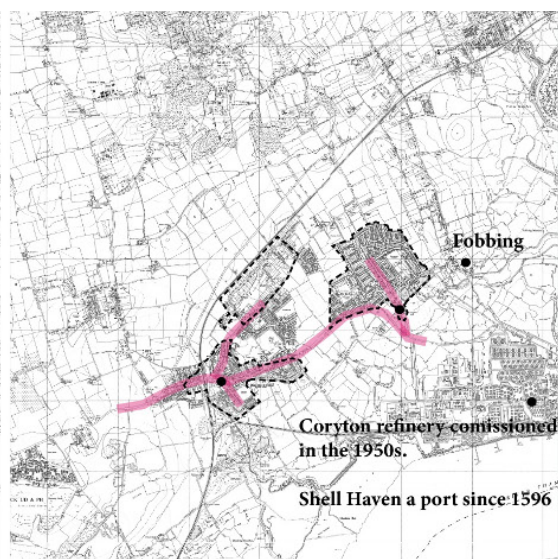
THE SETTLEMENT TODAY - THE BUILT ENVIRONMENT

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

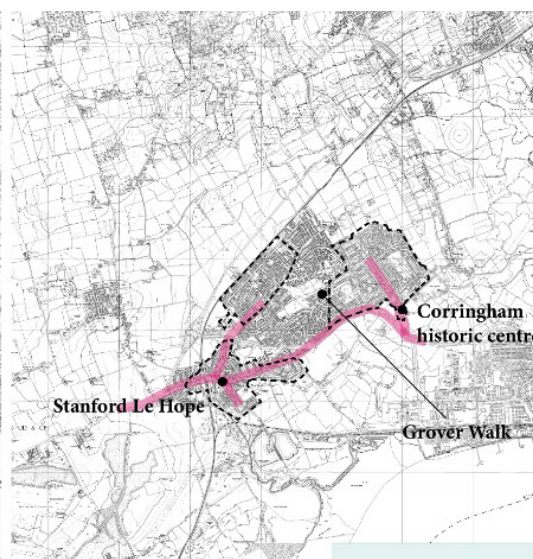
- Corringham meets Stanford which provides a railway station about 30 min walk away.
- 1960's+ Corringham has a well-used civic centre where there are shops, market stalls, the leisure centre, a large park
- The historic village is much quieter with pub and church and overlooks the marshes.
- Fobbing is a linear settlement between Corringham and Fobbing Marshes, with more rural feel.
- Corringham sat on the marshes as a collection of villages, but even through lots of development, Fobbing remains the heart and gives it its rural character.
- Where are the important areas in Corringham? What has value to the community?
- Edges - plenty of sports clubs and recreation sites, which provide access to the countryside and landscape, as well as to Thames, Thameside Nature Reserve and Fobbing marshes etc.
- Many public spaces have good custodians overlooking, e.g. Karis May Darling pre-school at the Town Park.
- Street trees give a softer view to the streets. Some of the trees are older than the adjacent buildings.
- Corringham sits in the Green Belt and has a mix of sensitive marsh land such as Mucking Flats.
- Buildings and materials are clues to the historic development of the settlements – e.g. historic weatherboarding, decorative Victorian brick, modern brick and white render.
- Street and open space analysis.



1930's - Distinct villages of Stanford, Horndon and Corringham.



1960's - After commissioning of the oil refinery, Corringham and Stanford as workplaces expand on the Thames Estuary in place of marshland, today it is DP World port.



1970's - Mass house building between Corringham, Stanford, and Balstonia. A new centre at Grover Walk with Corringham town park

20th C. growth of Corringham

- Historic village and churchyard - very attractive layout. Makes for a more intimate space with footpaths heading into the countryside. What aspects could be used to guide development?
- The Manorway - difficult to cross and mostly done by subways; rather loud, visible, and creates dust. Has been tamed in some places but puts port traffic above all else.



Local building types and materials

THE SETTLEMENT TODAY - NATURAL ENVIRONMENT

PRESENTED BY STEVE PLUMB, STEVE PLUMB ASSOCIATES LTD

- Character assessment and sensitivity study being carried out.
- Corringham and Fobbing have developed on the higher ground, so even though they are surrounded by the marshes and fenlands, the church is elevated and the communities have developed from those areas.
- Longer views to the Thames and Kent Downs.
- Corringham does have some larger open spaces, like the town park, where you can get views out to the higher ground. This gives a contained settlement feel where you can feel the countryside around you.
- To the east is marshland landscape. It's a changing landscape which isn't always for the worse. The landfill site is being restored with new public access and ecological benefits.
- Around the town there are very few designated habitats, but on the three sides there are internationally and nationally important sites - Langdon Ridge and Country Park is now an SSSI. With increasing population, recreational pressure can cause damage to habitats. Need to consider the effects of the expanding population. Holehaven Creek is important for wading birds.
- Thames Estuary marshes - RAMSAR – are internationally important. Birds using the mud flats for feeding and roosting. Need to balance recreation with international designations.
- In 2000 the South Essex Green Infrastructure Study - all 6 local authorities in the south of Essex. SEE Park is trying to enhance existing or create new green spaces. Use them for active travel, water management, climate change mitigation etc. Corringham and Stanford are core areas where they are doing some of the initial works.
- Poor network of rights of way. Railway and A13 are major barriers travelling north, those there are difficult to use. Need to promote active travel.



View from town park

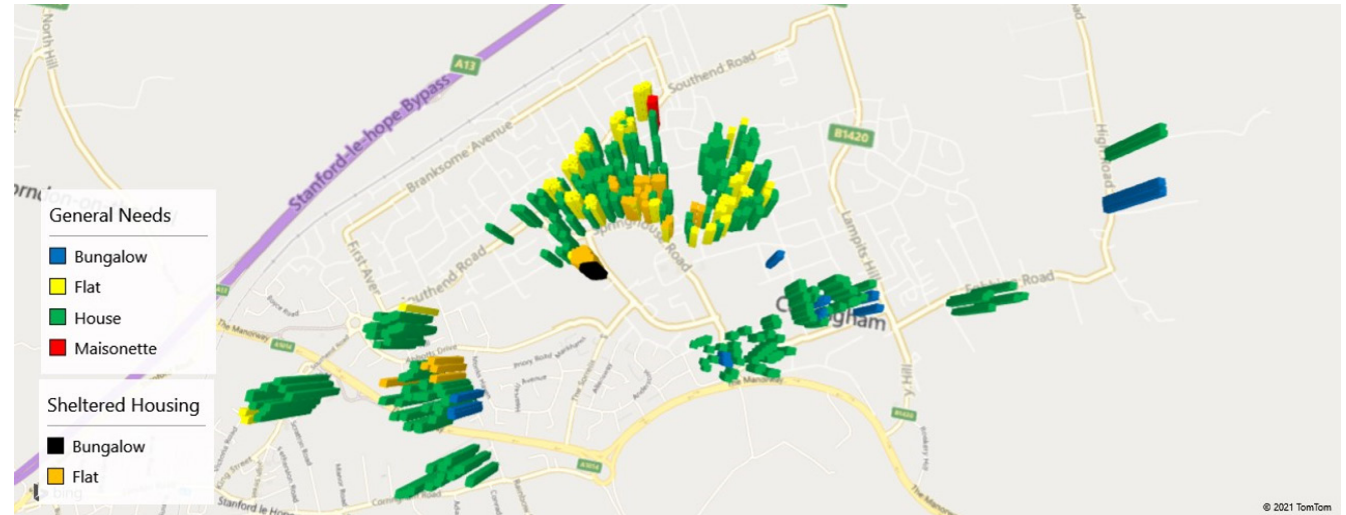


Rights of way

HOUSING NEED

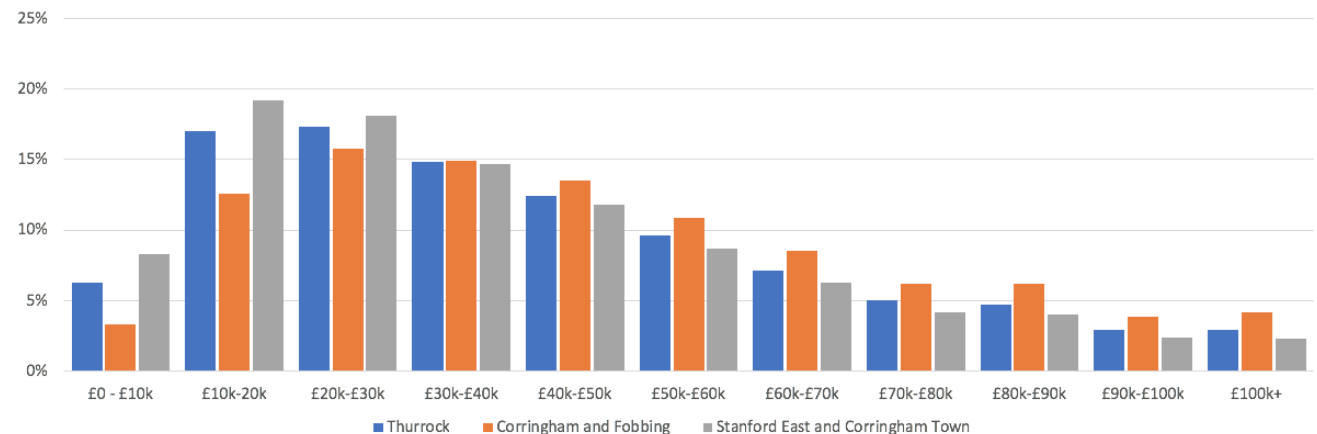
PRESENTED BY RYAN FARMER, THURROCK BOROUGH COUNCIL

- Property price increase in the 5 years between 2015-2020, of around 50%.
- Corringham Ward typically higher than Thurrock overall in terms of household incomes. Also higher than the Stanford East and Corringham Town ward.
- Councils own housing stock - quite concentrated around Springhouse Road, Gardner Avenue, Abbots Drive and the Manorway. Some sheltered housing stock. Very little affordable housing towards Fobbing.
- Largest proportion is three-bed houses in council stock. Also high proportion of one-bed flats.
- Overall one-bed category in terms of applicants is highest.
- Demand of affordable housing - most active bids for 2 beds.
- Number of applicants per vacant property - for every 2 bed property there was 55 applicants. They average around 13 properties per month. There is still a clear need for genuinely affordable housing.



Council housing stock locations

Thurrock Household Income Bands - CACI



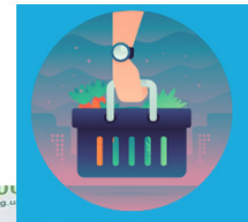
HEALTH & WELLBEING

PRESENTED BY KAREN BALTHASAR, PUBLIC HEALTH, THURROCK BOROUGH COUNCIL

- Residents wanted - safe walkable communities, acres to nature etc. as part of the YPYV initial consultation.
- Corringham key concerns - high number of children in poverty, high number of people who smoke, and high levels of hospital admissions for stroke. Risk of loneliness for elderly.
- Range of priorities for supporting health - want to address differences in life expectancy and focus on prevention.
- Wellbeing promoting communities - good active travel links, good access to nature and open space, good access to health services and healthy food options, support for an increasing older population.
- Corringham has 2 GPs, 3 pharmacies, 2 opticians and 2 dentists. Thurrock is 4th most under doctored area in England.
- Four IMCs - Purfleet, Grays, Tilbury and Corringham. Corringham IMC due to open in Spring 2022. But the increase in the population needs to be considered too.
- Positives: access to sports facilities, healthy food options, food bank. Library, community centre and forum.
- Make the healthy choices the easiest choices.



Access to sports facilities



Access to healthy food options including the Food Bank



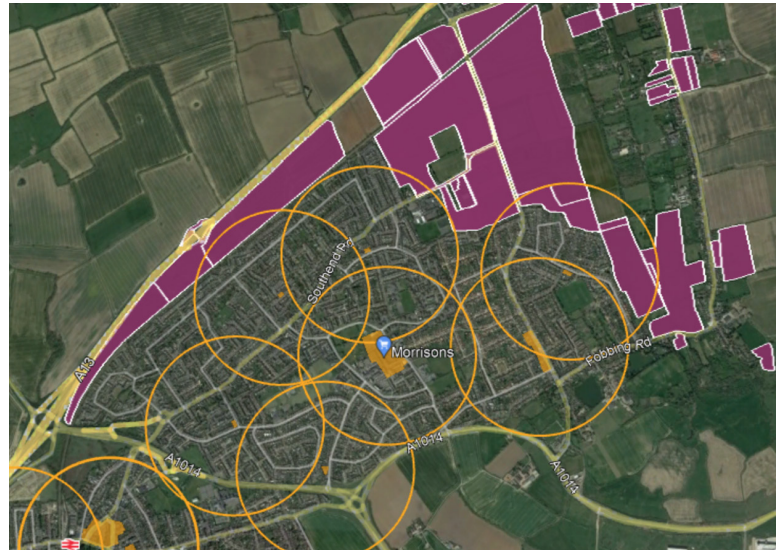
Community Library, Community Centre and Active Forum

Some of Corringham's health and wellbeing assets

ECONOMY - CENTRES AND PORTS

PRESENTED BY ZOE MCADEN, THURROCK BOROUGH COUNCIL

- Walkable neighbourhoods. Are there job opportunities within walking and cycling stance? Can residents work from home, i.e. have the accommodation needed?
- Corringham's town centre and smaller parades have a lot to offer. But shops are social spaces.
- Map 1 shows a 5-minute walk from all the grocers and newsagents. Corringham scores really well on this “pint of milk” test but not Fobbing.
- Map 2 shows same for chemists – town performs less well.
- Are there elements of public realm elsewhere that should be preserved or enhanced?
- How do you see society protecting or evolving high streets in the future?
- What drives residents out of town to shop?
- Ports will bring more jobs and job skills training. Income can be reinvested. How to get best value from Freeport?



5-min walking circles around essential shops



5-min walking circles around chemists

EDUCATION

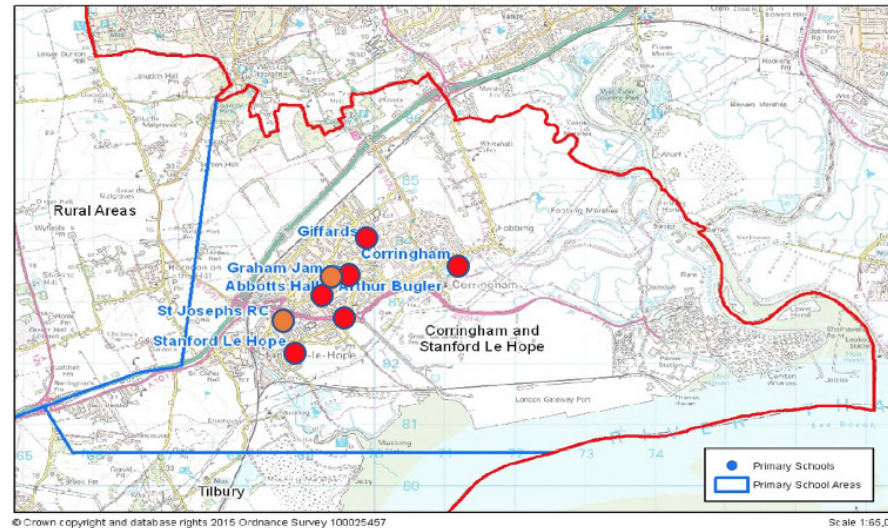
PRESENTED BY ZOE MCADEN, THURROCK BOROUGH COUNCIL

PRIMARY

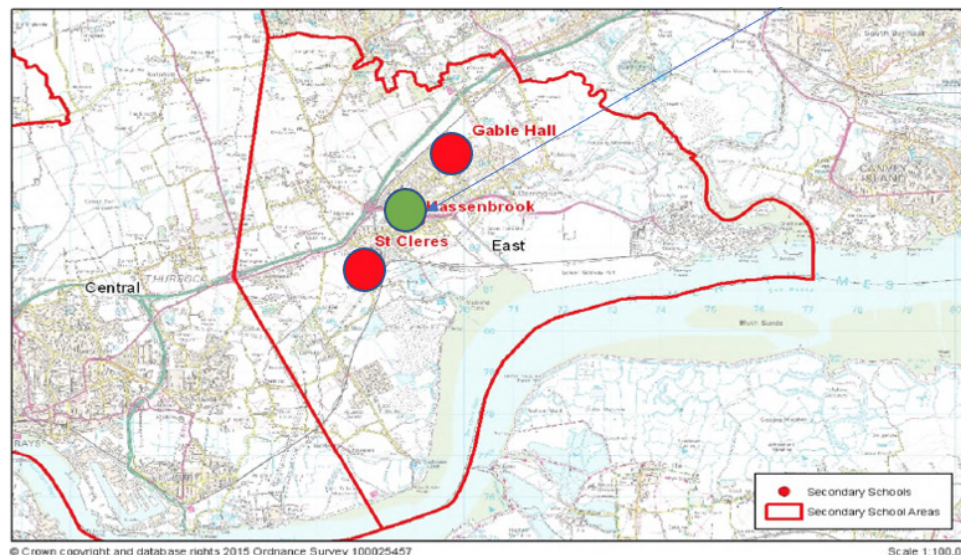
- 7 primary schools in the planning area, all of which are nearing or at capacity. 402 students for 360 spaces. Will be oversubscribed in two years at current rate.
- For walkable neighbourhoods, primary schools should be not more than .5km from homes.

SECONDARY

- 3 secondary schools in the East Planning Area
- Some capacity but projected to be over capacity by 2023
- Expansion at St Clare's provided 200 places and Hassenbrook added bulge classes
- Two new free schools in the Central Planning Area can accommodate some students, but not in ideal location for Corringham residents.
- Many schools are physically constrained and can't expand.
- While we need additional school spaces, numbers are not yet high enough to fund a whole new school.
- Can we use growth to trigger new schools? How many homes are needed to provide a new 2 or 3 FE primary or secondary, or a through school?



Primary schools in the planning area



Secondary schools in the planning area

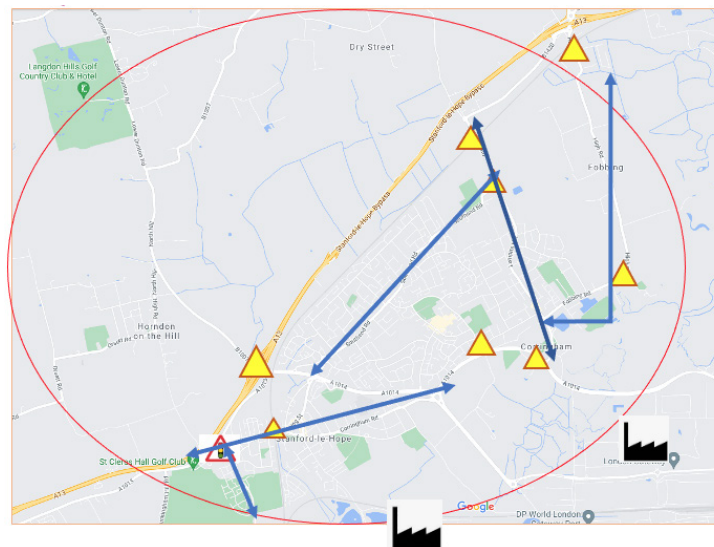
LOCAL TRANSPORT

JULIAN HOWES, HIGHWAYS, THURROCK BOROUGH COUNCIL

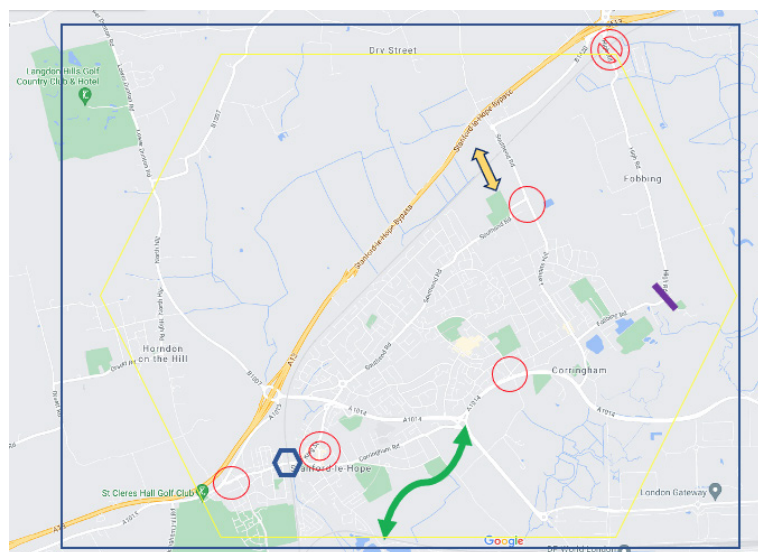
- Local traffic issues:
 - capacity issues at Rookery Corner and the lights
 - the level crossing at Stanford which can cause significant queues on the Manorway
 - junction of Giffords Cross and Springhouse
 - left in/ out on to Rookery Hill
 - narrow roads through Fobbing
 - level crossing at Fobbing
 - junction of Limpets Hill and Southend Road
 - weak bridge over the c2c railings
 - lorries running through local roads to industrial units.
- Potential solutions:
 - Could possibly close the level crossing in Fobbing
 - Close access to Lion Hill except for buses
 - New bridge across railway line near Southend Road and downgrade existing bridge to walking and cycling
 - Upgrade of Southend Road and Lampits Hill junction
 - Improvements to Giffords Cross Road junction with Springhouse Road and the Manorway

TRANSPORT VISION

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



Corringham traffic issues diagram



Potential solutions diagram

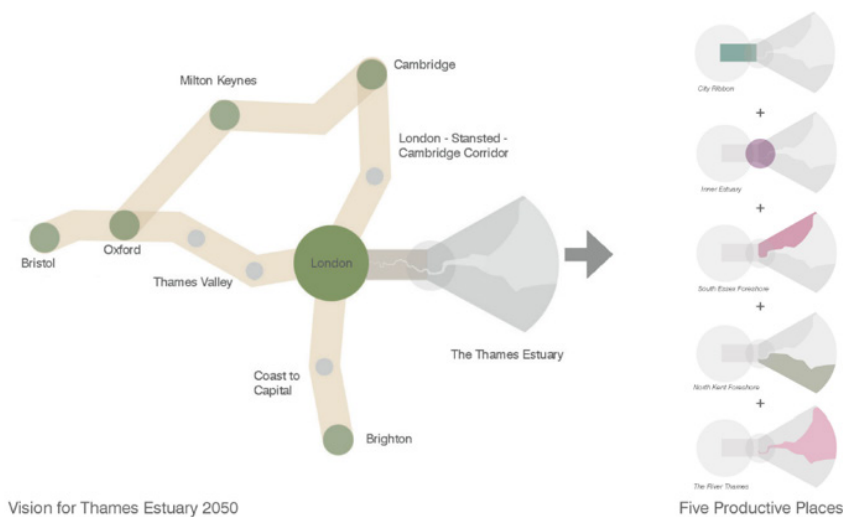
TRANSPORT VISION

RICHARD LATCHAM, TRANSPORT CONSULTANT

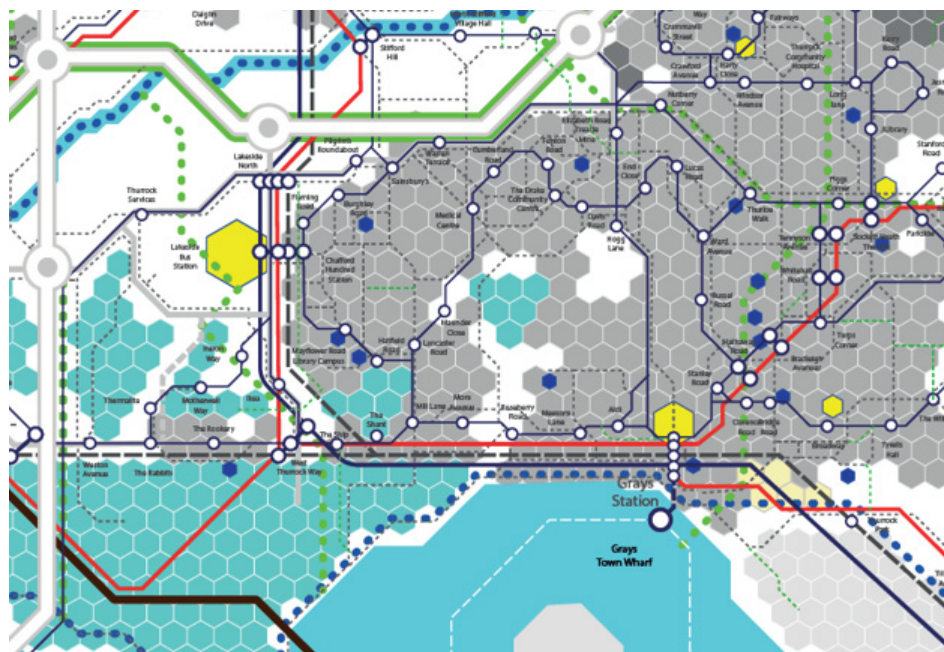
- Thurrock Transport Strategy 2023-2040
- Will establish a new strategic approach, policies and guidelines
- Detail how Council will plan for and deliver improvements across the transport network
- Three main parts:
 - Vision (2050)
 - Strategy (2040)
 - Action/Implementation Plan (5-year programmes)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



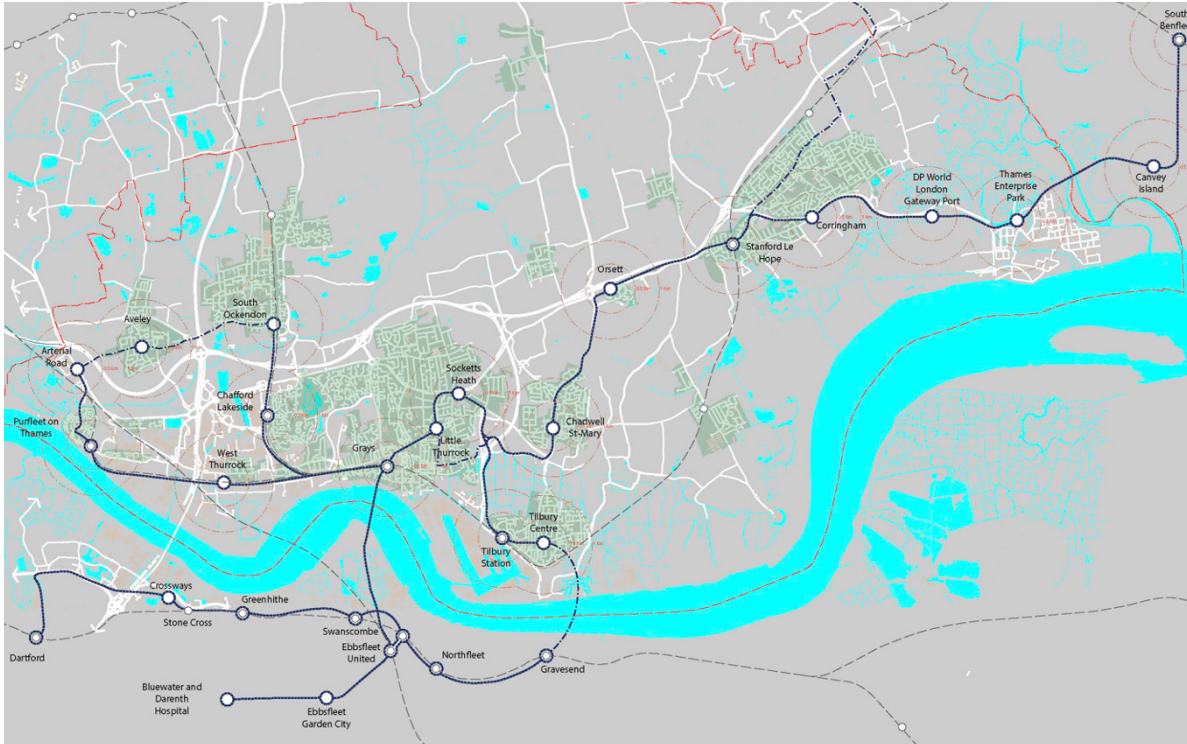
- Thurrock) as is considered a national priority.
- At strategic level, for sites in the Green Belt, prioritising:
 1. Major transport investment in River Thames Connectivity. The start being successful Town Improvement funding bids for Grays and Tilbury.
 2. The promotion of sub-regional rail passenger 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

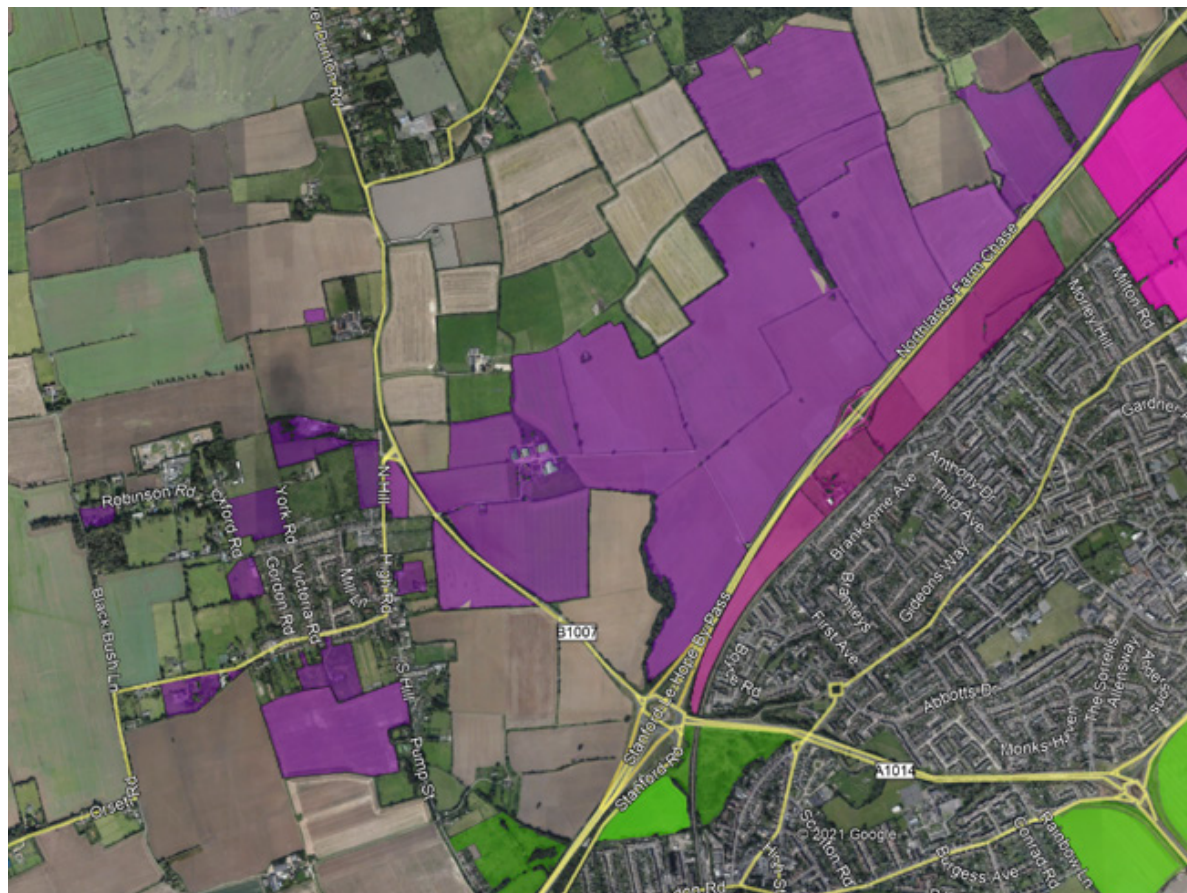


The nine strategic focus areas

CALL FOR SITES

LAURA PATTISON, THURROCK BOROUGH COUNCIL

- Thurrock's local housing need currently calculated at 1,147 dwellings per year - based the standard method, in terms of population growth and affordability.
- Are there sufficient workers for the new jobs forecast across the borough? New Freeport anticipates 20,000 plus new jobs for the borough. Will workers need to commute in, or need additional homes?
- Identified land – 6,400 homes on brownfield land but less than 2 years land supply, so will need to allocate green field and Green Belt to reach the numbers required.
- Low housing supply in the borough.
- Call for Sites identified 400 plus sites, many in Green Belt and lots of strategic sites (over 5000 homes).
- Corringham sites are in pink - does go up to the Basildon boundary and also includes Fobbing. (Purple sites are covered in the Horndon charrette and green in Stanford le Hope.)



COMMUNITY ENGAGEMENT

PRESENTED BY PAUL SALLIN, THURROCK BOROUGH COUNCIL

- Initial Your Place, Your Voice consultation undertaken in 2018 identified:
 - Better health facilities wanted
 - Traffic and speeding issues
 - Problems with parking around Gable Hall school
 - Green Belt development concern
 - Leisure facilities costs too high, therefore barrier to being physically active
- 2020 partnership with PF and Snapdragon – online survey which 50 people have completed the so far. Highlights of feedback:
 - Desire to protect nature ground, recreation ground, One Tree Hill, sea wall
 - 90% of respondents concerned about climate change and want more green infrastructure and trees
 - 64% think public transport is good
 - 90% can walk or cycle to essential shops
 - 62% think there is not enough affordable housing.
 - Feel too few places to socialise in
 - Concern about anti-social behaviour
 - Would like more accessible facilities
 - Only 44% thought there were enough local employment opportunities
 - Lack of variety in shops, pubs and restaurants - lack of variety and localism



Illustration from 2018 consultation feedback

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

MORNING Q&A AND DISCUSSION

Following the technical briefings, the floor was opened to questions and comments about the topics covered.

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

Q – PF: Heard potential for new railway station or halt in north Corringham.

A - Council Transport: Yes, the idea for an additional stop has been looked at. Network rail and C2C had issues with it slowing things down, as quite close to Stanford le Hope. On loop line, not main line.

A - Landowner/Agent: There was a proposal for 750 homes to north which included the proposal of railway halt. Out of date now – but studied demand and potential problems and found that should cause no delays. Found can't get formal comment until it is in Local Plan.

C - Council Transport Consultant: Council work still at strategic level. Vision sees rail network as big jump to deliver what is needed – want to substantially increase capacity.

Teams Chat (some responses verbal)

[11:12] Community Stakeholder

What percentage of new housing will be for indigenous people and how much for social & immigrants?

A - Council Planning Officer: Current policy 35% affordable – social, intermediate, discounted first homes. Looking to see if the percentage is still right and what the distribution of housing types should be. Projected growth – demographic picture made up of internal natural growth and migration. No restriction of who buys open market properties, but for affordable housing

there are nomination rights from housing register.

[11:19] Community Stakeholder

What is the point of another railway station, North Corringham, when you have stations at Pitsea & Stanford le Hope?

A – PF: Will get onto more in the workshop, but it would be about having a station in walking distance of more people to discourage car usage/traffic and increase health. Also reinforces local economic centres when in proximity.

[11:25] Landowner/Agent

For me, this is about the economic growth taking place in Corringham with DP World and Stanford-Le-Hope. We know from the presentation earlier that Stanford-le-Hope station is a pressure point on the roads. There is potential for a shuttle bus from a new station to the port.

[11:31] Community Stakeholder

You spoke about walking, we like to cycle and walk to One Tree Hill, if you build a station how will we cycle or walk there?

A: A station should not preclude walking and cycling access to One Tree Hill.

[11:45] Community Stakeholder

I have 3 questions. With the increase in housing and more people moving into the area, will you increase the police presence and install a new police station? Will there also be more surgeries and doctors? Will you search out the rat-runs and irresponsible parking around our

schools?

like 1

[11:48] Council Planning Officer

Thanks for voicing your concerns. “Placemaking” is all about providing infrastructure - doctors, schools, cycle paths, community buildings, everything - as part of new housing. And in a way that benefits existing residents, not just the new ones. So the Local Plan will include all these things.

[11:49] Council Planning Officer

Making communities safe is about more than just police, although police are an aspect of it. What the Local Plan can do is make places sociable and safe so that the job of the police is easier. The Local Plan cannot specify police numbers.

[11:53] Council Planning Officer

Our transport strategies, at the local level and across the borough, will do their best to address issues around traffic and parking. Again, it's not one solution, it's a constellation of measures. Parking around schools is an issue EVERYWHERE. All schools have Travel Plans which address walking and cycling access to the school but, for a number of reasons, parents choose to use their cars which causes the parking issues. Our transport strategies will help with that, too.

[11:54] Council Planning Officer

Your concerns are 100% valid which is why we are doing things differently this time.

VIRTUAL SITE TOUR

Due to the virtual format of the charrette, a tour of the village, its surrounds, and the sites put forward for allocation, were ‘toured’ using Google Earth. Highlights and discussion points were as follows:

- Old Corringham – historic
 - Fishing lake
 - Corner garden centre – but not many shops
- Central Avenue – main route to centre
 - Thin road with deep setbacksGrover Walk area seems like centre today
 - 1960's feel
 - Feels quite lively and well-used
 - Sports centre, sheltered housing
 - Town park, sloping down
 - Nursery
- Fobbing – ribbon of housing
 - Marshland east, hard to cross
- Wat Tyler Country Park to the east
 - Unique marshland landscape
 - Visitor centre with old Essex houses
- Thames Gateway Industrial Centre
 - Massive site
 - Neighbouring DP World
 - Manorway leading to it
- Thameside Nature Park to the south
- Manorway – 'old' and new, going down to DP World



- Underpasses – some efforts made to make more pleasant, but difficult to do
- Old railway – along Thames, served industrial areas
 - Shell Haven Creek still active
 - Still storing, but not refining oil
- High Road (Stanford) severed by port road
 - Bridge added, but very far south
- Nothing seems to fully connect to Old Corringham of Fobbing
- North-east sites
 - Previous applications needed lots of SUDS
 - Bridge constrained - weight limit. Idea to keep,

and put a new one further east. Used for walking and cycling – so may be good to downgrade.

- One Tree Hill bridge – could upgrade, but somewhat narrow and currently quiet, so don't want to encourage increased traffic

- Where roundabout – used to be old A13
- North east junction, peculiar, awkward
 - From south, have to go east to go west on A13
 - Most in Corringham would use Manorway to go west
- Could consider adding junction on A13, but the existing ones aren't that far apart and long run-on/off's at bridge between. Would need another dumbbell set-up which would mean a lot of land. If that level of investment would go into Corringham, it should be for more sustainable modes of transport
- Call for Sites land across A13
 - Langdon Hills nearby
 - To west can get onto A13 without affecting Horndon too much, but to the east? Only way would be junction onto A13.
 - North Hill not appropriate for additional links





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