



EAST TILBURY

THURROCK STAKEHOLDER CHARRETTES & PUBLIC DROP-INS

DEC. 2021 - MARCH 2022



THE
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FOUNDATION



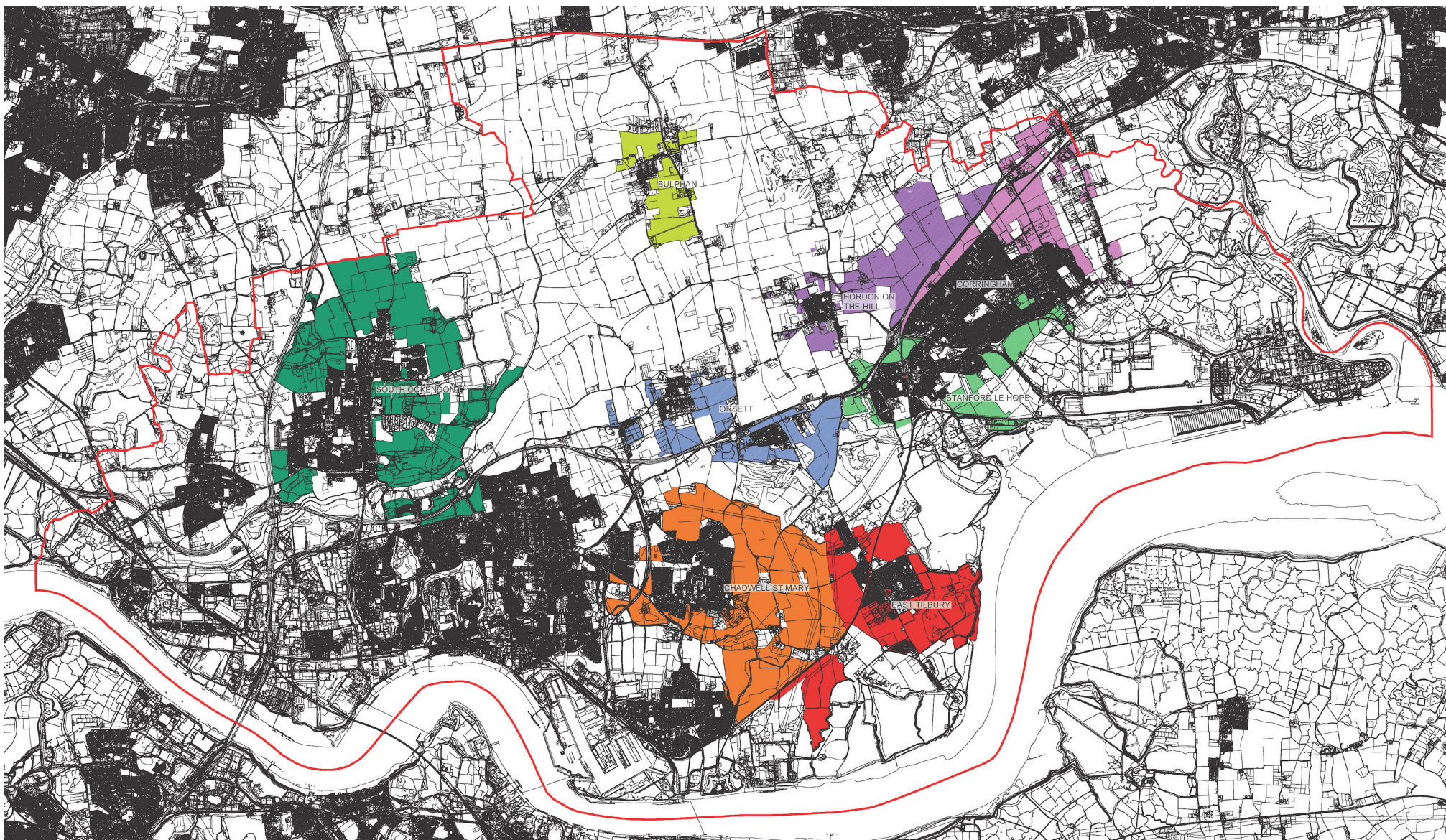
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CONTENTS

INTRODUCTION	5
OVERVIEW	6
Landowner workshop summary	6
General public engagement	7
Community Stakeholder Charrettes	8
Charrette Agenda	9
CHARRETTE OUTPUTS	11
S.W.O.T Analysis	12
Breakout Group 1	14
Breakout Group 2	16
Breakout Group 3	18
Overview of public drop-in process	20
Saturday drop-in record	23
Consolidation Plan	25
CONCLUSION	28
APPENDICES	29

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

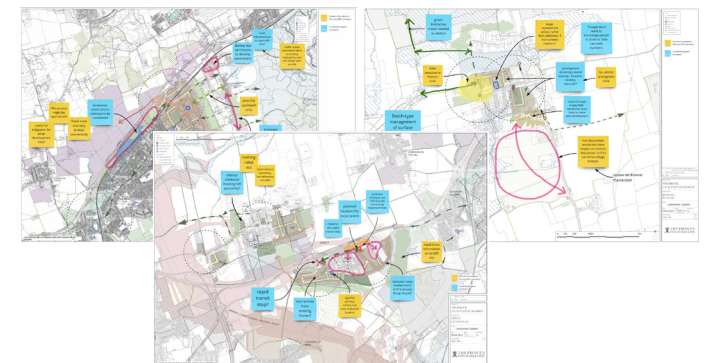
department leads and landowners, many of whom have detailed knowledge of their sites’ potential and constraints. The aim of having the landowners and council departments together in this forum was also to encourage a wider place-making conversation, rather than a focus on specific sites, and to encourage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

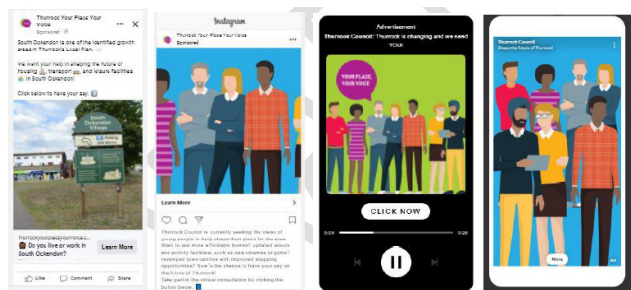


OVERVIEW

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.

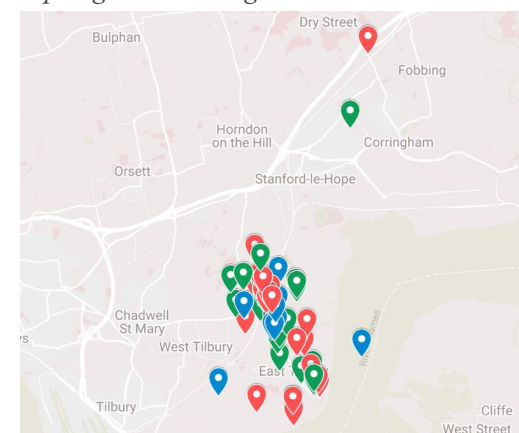
In addition to the materials produced to advertise the consultation, materials were also prepared to be displayed both in person and online providing further details. Area-specific information on topics such as flooding, education, health, and transport; Local Plan guides to explain the process; and 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

77 people completed the main BIMBY survey for East Tilbury. 92% of respondents said that there are natural/public spaces that need to be preserved and protected, including Coalhouse Fort and Gobions Park. 20 people left comments regarding improving recreational activities/facilities.

116 pins were dropped onto the online mapping software (as below) with comments which included: concerns over drainage and maintenance at Memorial Park; concern over lack of supporting infrastructure for new homes; comments on East Tilbury train station; positive comments about farmland/green space to the north, and positive comments about Gobions Park and.

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: East Tilbury online survey results for Mapping Quality of Place

OVERVIEW

COMMUNITY STAKEHOLDER CHARRETTES

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

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

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

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

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

BIMBY

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

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

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

CHARRETTE DATES (2021-2022)

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

This charrette record contains the following:

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

Appendices including:

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

OVERVIEW

CHARRETTE AGENDA

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

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

CHARRETTE OUTPUTS

EAST TILBURY

Held 08 February 2022 as a virtual event. Attended by 24 team members (the Prince's Foundation, Thurrock Borough Council staff, and consultants), seven community stakeholders, and four 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 29 onwards) has been summarised and distilled in the following S.W.O.T. analysis.

STRENGTHS

- Lots of history/heritage:
 - Church of St Catherine's – Grade I
 - Coalhouse Fort
 - East Tilbury Battery - scheduled
 - Bata Factory and masterplan
 - Smithy Cottage – Grade II listed
 - Historic farmsteads, to the north, Grade II
 - Some major landmarks
- Gobions Park, with active 'friends of' group.
- Some deep, well-planted gardens.
- Row of shops at Stanford House.
- Active community that helps care for public spaces.
- Thames Enterprise Centre at old Bata Factories.
- Poplars – distinct planting.
- Pub at south East Tilbury.
- Coalhouse Fort:
 - Impressive Napoleonic era structure
- Popular for walkers, picnic-ers
 - Mature trees
- Open farmland giving long views.
- Access to green spaces and play areas.
- Health services (3 GP's), community library and forum.

- Slightly higher household income than Thurrock average.
- Higher than average social housing tenancy length (signifying people like to settle here).
 - Good train link to Stanford le Hope, including to get to Secondary School.

WEAKNESSES

- Level crossing – unintended threshold into town.
- Lorries, some carrying waste to landfill.
- Unsuccessful mimicking of Bata architecture by new development (on former Bata tennis courts):
 - Less community-focused design.
 - Green space not well designed - just grass for drainage, lacking landscaping/play areas.
- Lots of mineral extraction and landfilling in the area.
- Many pylons (and very visible due to flat landscape).
- As in much of Thurrock, public rights of way network wanting:
 - Coastal path, but officially closed as over-topped by river.
- Some health/wellbeing concerns: no children's centre, high number of smokers, high levels of binge drinking, poor access to bus links.
- No optician, dental practice.
- 46.6% house price increase from 2015-2020 – concern of affordability.
- Limited amount of available social housing
- Primary schools are over capacity with no plans for

new free schools currently.

- No secondary school.
- Traffic impacts of level crossing – severs town and causes back-ups.
- Many people concerned with anti-social behaviour.
- Only 25% of those surveyed thought there were enough employment opportunities.

OPPORTUNITIES

- Old East Tilbury potential for conservation area.
- Defining character – mid-century industrial?
- Local listings.
- Restoring worked land for habitat and public leisure access.
- Ecological mitigation for LTC in this area.
- SEE Park – joining, strengthening green spaces, habitats throughout south east Essex.
- Build developments that have health benefits, promote prevention – are active, social.
- IMC proposed in Tilbury.
- Bridge – mixed traffic or pedestrian only.
- Potentially close certain routes into the village to through traffic.
- Residents say - plant more trees, stop cars idling.
- LTC – mitigation – funds for council projects, legacy measures.

THREATS

- Bata Factory – heritage at risk.
- Poplar trees are getting to the end of their natural life.
- Mucking Flats and Marshes SSSI – over wintering birds:
 - Sensitive to recreational disturbance (dogs disturbing birds leading to their loss, etc.)
- Development on invertebrate habitat.
- Climate change projections – sea level rise of particular concern to Thurrock.
- There are several areas already at risk of surface water drainage.
- East Tilbury is an area of critical drainage.
- LTC – proposed to run just west of town:
 - Environmental impact
 - Noise, vibration, air pollution, construction, etc.

CHARRETTE OUTPUTS

BREAKOUT GROUP 1

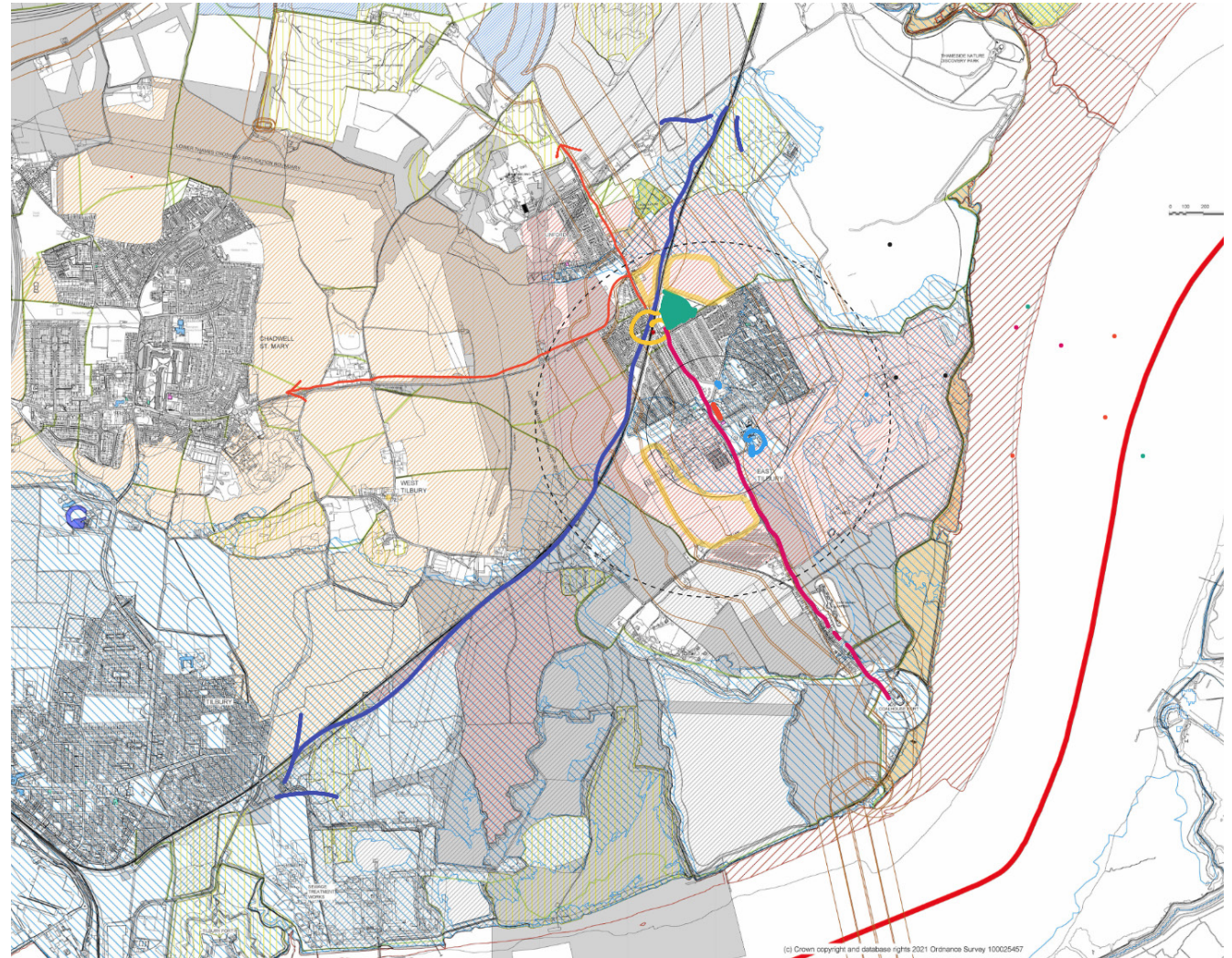
GROUP MEMBERS:

- Aaron Davis, PF - Group lead
- Sarah Robinson, PF - Assistant lead
- Thurrock Council Officer - Transport
- Thurrock Council Officer - Health & Wellbeing
- Thurrock Council Heritage Consultant
- Community Representatives:
 - Essex Police
 - Local Forum/Bata Heritage Society/resident

KEY DISCUSSION POINTS:

Existing

- Feeling that residents have put up with a lot - mineral sites, landfill etc.
- Existing shops serve the people – a claim that big shops aren't needed, though amenities once provided by Bata (sports and welfare) are.
- With the closure of Walsh's tip, the amount of traffic on the road has actually reduced.
- Problem of the level crossing - need to look at how it impacts over a period of time, throughout a day.
- Where are people going, and what else could we do around the core of East Tilbury to provide for them locally?
- Muckingford Road has become a rat-run.
- Very poor buses - 1 every 1.5 hours, small service on a Saturday. Nothing on Sunday.
- A potential desire for buses to take students to St



Clere's. Council currently points to train link.

- Quickest route to the IMC (in Tilbury) is Station Road. Most of the IMCs are quite remote from new development – perhaps not located in the best places but where there is quite a bit of need. The best way for most people in East Tilbury to get there will be by car. Many will go to Basildon Hospital. Not accessible by public transport.
- Almost all trips currently require a car journey. A feeling that changing this habit will take a very long time. East Tilbury suffers from feeling 'at the end of the line.'
- Many primary school students come from outside the area, which contributes to car journeys.
- Most people commute to the city or elsewhere in Thurrock for work.
- Good/high employment on the industrial side; quite low unemployment in Thurrock on the whole.
- Local facilities because of working from home - some High Streets have been doing better. There's a slow shift.
- Concern about anti-social behaviour.
- Consider development around Gobions Park.
- No sheltered accommodation in East Tilbury – could provide?
- Live/Work/ Play - housing for all.
- Review the conservation area boundary to ensure the setting is preserved - what type of uses needs to be there?
- The conservation plan is out for consultation too. The area is at risk.
- Intergenerational living.
- Local facilities.
- New police station.
- They were the only station on the C2C line without a footbridge.
- Key: the ability to cross the railway. Accessibility and Inclusivity. Safety of pupils. Hopper buses etc. Multimodal crossing.
- Football pitches.
- Public realm strategy needed.

Potential Growth

- Developer looking at the Bata factory as a mixed-use site.
- A new school - can also be community hub. Shared facilities?

CHARRETTE OUTPUTS

BREAKOUT GROUP 2

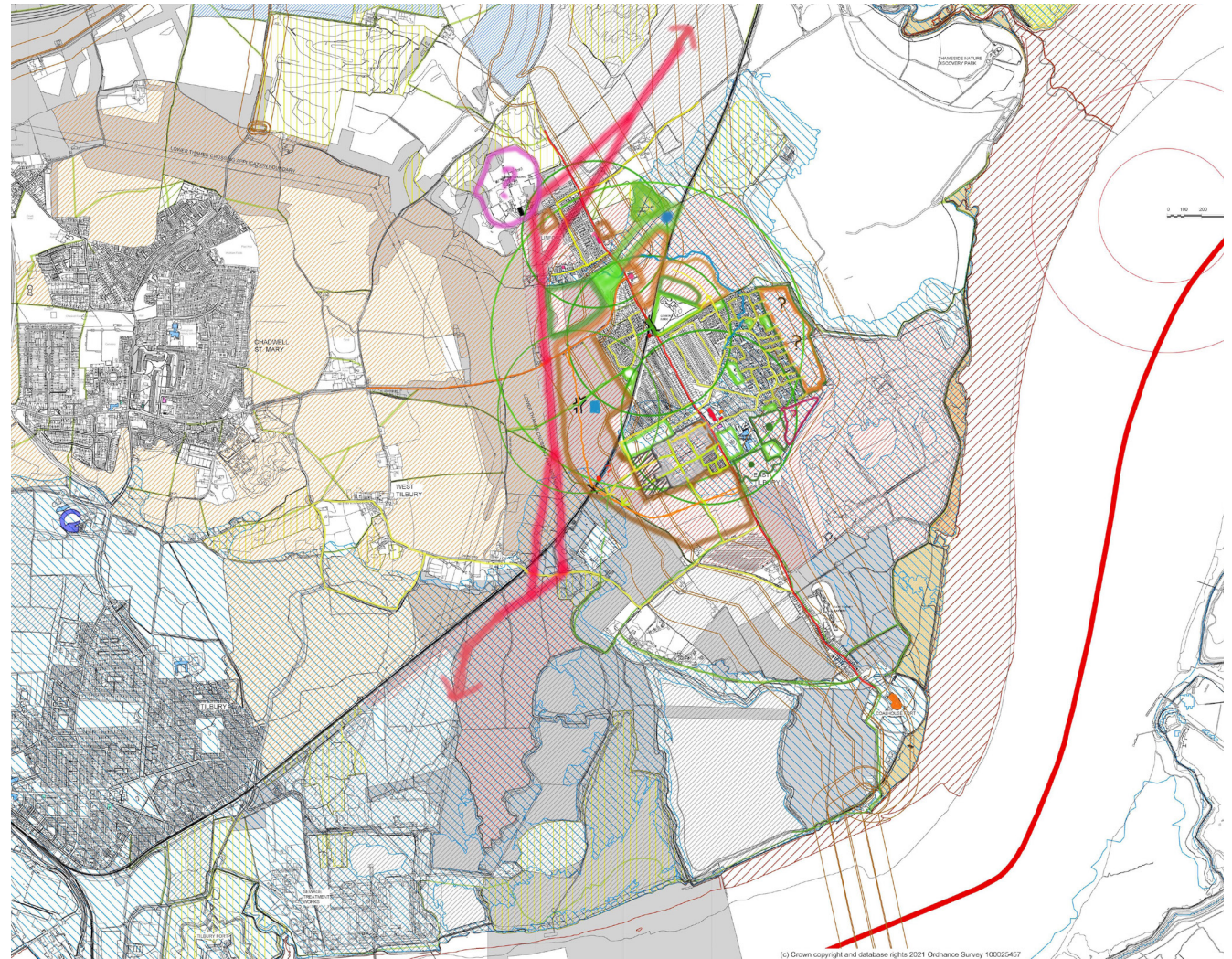
GROUP MEMBERS:

- Andrew Cameron, for PF - Group lead
- Deirdre Connell, PF - Assistant lead
- Thurrock Council Officer - Landscape
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Planning
- Community Representatives:
 - Thurrock CVS Community Builder
 - Thurrock Coalition
- Landowners/Agents:
 - Mulberry Land (four landowners to west)

KEY DISCUSSION POINTS:

Existing

- Call for Site sites surround East Tilbury.
- Power-lines to the west.
- Lower Thames Crossing boundary for permanent and temporary works in grey.
- Gas pipelines to either side of settlement.
- Flood zones 2-3 wrap around the east and even cover some of the existing development to the east and south.
- Outlined green spaces:
 - Gobions Park - Former idea of building on, and replacing with improved park elsewhere. Likely not agreeable to the community. Would only consider discussing if for something essential, such as a bridge.
 - Linford Recreation ground - particularly nice and



has a village green feel.

- Seems there is a good amount of public green space.

- Community hub and library behind Stanford House (a bit hidden).
- Coalhouse Fort – popular for walks, has a ‘boiler room’ café.
- Some flooding reported at older linear neighbourhood to the south.
- Linford seems somewhat distinct. Mostly residential - only small row of commercial with an off-license and Chinese take-away within 5 min walking circle.
- Pub and recreation ground between the communities.
- Encroaching flood plain around the town.
- Note the employment use at the old Bata factory buildings.
- Gas pipelines – 3m inner zone, 12m easement zone.

Potential Growth

- Question of structural integrity of the Bata buildings.
- Idea of moving the station south? Would be expensive and would make current roads into dead ends. A new location would seem to alienate existing town.
- Benefit of west would be the opportunity to cross the railway, but there will be noise and nuisance from

LTC construction.

West site:

- Flooding in corner – zones may show tidal flooding, which falls under defences.
- Application for 1000 homes – north of Muckingford Rd, including school on the south parcel and local centre. LTC taking land north of Muckingford for mitigation, but good likelihood will not need land to the south long term.
- Opinion that land to the north of railway is a better location for development and centre, to create a triangle of local amenities.
- Create links and connectivity with the Bata site (currently partially gated off).

South East:

- Landfill and land for environmental mitigation, along with flood zones, unlikely suitable for housing.
- But around the school could be good recreational use.

Land to the East:

- Flood zone and gas power line, but many walkable access points.
- Suitable for development? Or just recreation ground, etc.?
- Vehicular access linking from St Margaret’s Road.

North of Muckingford Rd:

- May be used long term by LTC, also shown as mosaic

habitat ecologically.

North East triangular site:

- Current application for 230 homes – limited amenities, but walkable distance to train station
- Connect green spaces.

North East of Station:

- Limited access so would need road along the park.
- Extend park as added amenity.

Linford:

- Seems very heavily constrained – woodland, nature reserve, gas lines, power lines.

CHARRETTE OUTPUTS

BREAKOUT GROUP 3

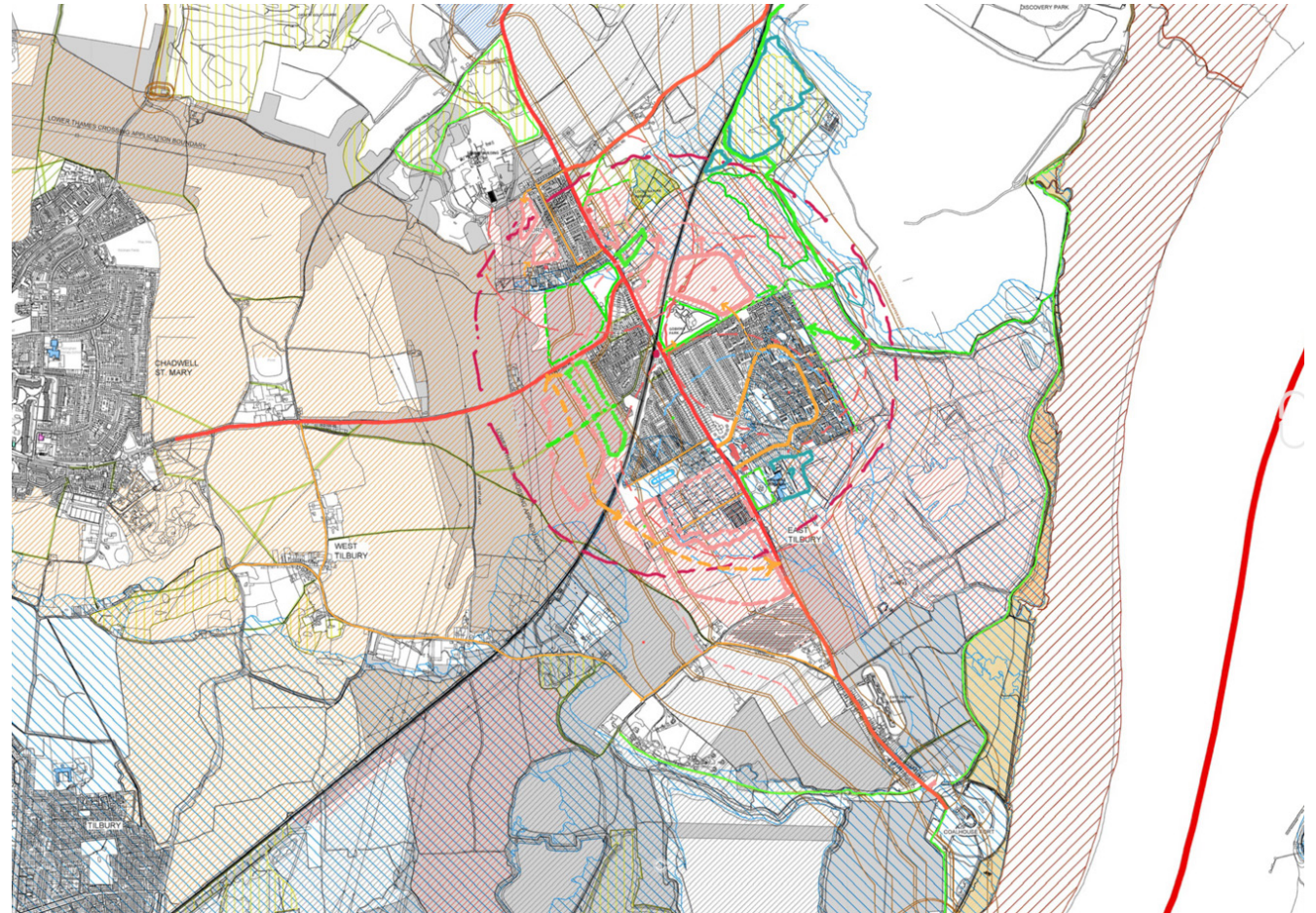
GROUP MEMBERS:

- Ben Bolgar, PF - Group lead
- Thurrock Council Officer - Design
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Planning
- Community Representatives:
 - Councillor
 - Designing Out Crime - Essex Police
- Landowners/Agents:
 - Icen
 - Braeside Properties (land behind Gobions Park)

KEY DISCUSSION POINTS:

Existing

- Walton's Hall Road – some rat-running between East Tilbury and Stanford.
- Persimmon scheme indicates a possible no build zone precedent having regard to the underground gas pipe to the west.
- Some new developments are in the flood zone, facilitated by mitigation measures, e.g. Bata Mews has underground tanks and Persimmon scheme has a SUDs pond within open space.
- Bata Mews design approach sought not to ape 1930s stylistically. Some mixed views on how successful this development is – some negative comments, though also a local view that it has positively improved the sense of frontage and tree lined effect to Princess Margaret Road.



- For locals, the railway line currently acts as the dividing line between East Tilbury and Linford, not the green/undeveloped zone.
- Linford Recreation Ground acts almost like a village green associated with the George and Dragon Pub and nearby shops.

Potential Growth

- Big demand locally for 1-2 bedroom units and less for 3-4 beds, which would suit the reuse of Bata Factory buildings for apartments/mixed use.
- LTC workers housing issue – temporary or legacy for locals once LTC completed?
- Bure Road appears future-proofed to gain access to opportunity site to north-east, whilst access along Gobions Park is another option.
- Gobions Park is owned by land promoters who are considering various options, including one which would develop part of it and turn it more into a linear park.
- Potential security issues with regard to Gobions Park. Some concern that lack of frontage development might make it vulnerable.
- Some suggested the need for improved station facilities, including drop-off/pick-up, which might be provided on the station site or Princess Margaret's Road edge to Gobions Park.
- Land promoter is looking to underground relatively low voltage overhead cables running north-east from Gobions Park / Bata estate as part of new development to north-east of Gobions Park.
- There are quite a few unknowns with regard to possible development in defined flood risk areas, e.g. to the east. This needs further exploring and discussing with relevant parties.
- Land behind George and Dragon pub has various constraints (e.g. railway line, brook, gas pipe, pub etc), though still scope for some development.
- LTC ecological area would prevent development on land to west of Linford Recreation Ground.
- Land off to the west of Linford, off Northumbria Road, is somewhat constrained by overhead power-lines.
- Mixed views on the existing walking/cycling routes to Stanford, with concerns raised over safety and directness. Would be great if had additional/improved route along the railway line filling in the gap between Tilbury Station and lakeside path to north.
- Possible rail footbridge to north-east.
- Possible multi-modal route to south-west. If built, some locals would prefer to close the Princess Margaret Road level crossing, though this would require a new replacement foot and cycle bridge
- Land to east and south-east of East Tilbury is constrained, though people are looking at possible options, e.g. playing fields, housing, and other uses.

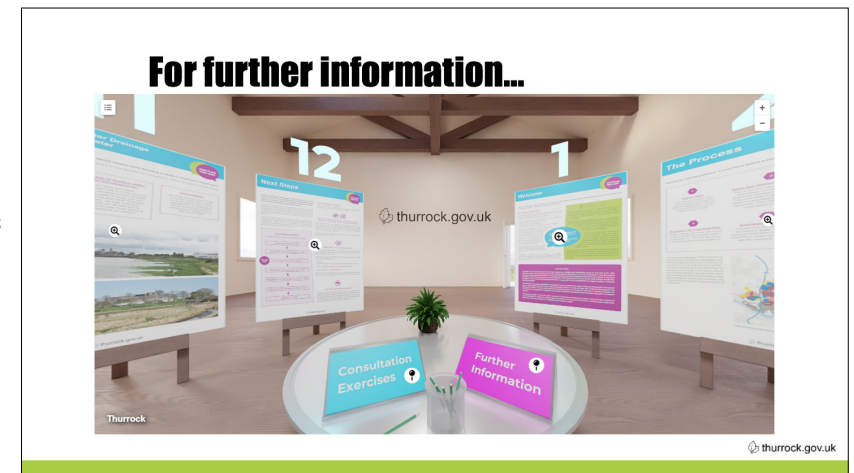
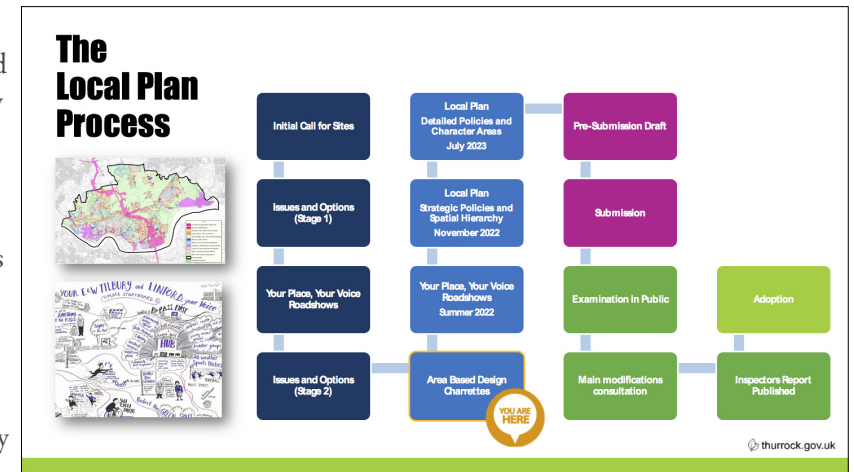
OVERVIEW OF PUBLIC DROP-IN PROCESS

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

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

The virtual drop-ins comprised:

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



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 8TH, 2022

(1 public attendee)

Top Priorities

no comments

Charrette Sketch Plans

Q - Thurrock Transport: Do not see anything about transport links out to other areas. Could you join up with Southfields?

A - PF: We did discuss movement in the wider context. A bridge could facilitate the closing of the level crossing. There would still need to be a crossing for walking and cycling, however, and for buses and emergency services. Spoke about the green routes - down to the fort and Chadwell. Also took note of potential missing links, such as joining up circular walking routes. Part of the process is the strategic review of transit across the borough.

Q: How do we tackle movement across the borough?

A - Council: This is one of the exercises that are going towards the making of the Local Plan. The movement

issues across East Tilbury are very well known to the team. Still not sure about what level of growth can be supported in East Tilbury. Access for emergency vehicles is a key consideration.

C - Resident: It would be good to have a local gym/sport centre.

SESSION 2, 7:30PM FEBRUARY 8TH, 2022

(2 public attendees)

Top Priorities

no comments

Charrette Sketch Plans

C - public attendee: A pedestrian bridge over railway line has been discussed for years and so is clearly not progressing well. There have been discussions at forum meetings about Section 106 money being clawed back, for use for pedestrian bridge, but hasn't materialised. Level crossing – there are times where gates do not go up as they should, and people are trapped on either side.

A - PF: Did hear (during the daytime charrette) about long trains keeping gates down for extended periods of time. Reason bridge to the south proposed.

C - public attendee: The level crossing is also an issue for emergency vehicles. East Tilbury has taken it upon themselves to have local first responders in case services cannot reach them in time.

C - public attendee: There is a considerable amount of flooding in the area.

A - PF: Had a technical briefing on flooding (during the daytime charrette). Needs serious consideration but can also include mitigation measures.

C - public attendee: If Thames barrier closed, river could flood the town.

C - Council: A review of current sluices, etc. is being held. Looking at areas that flood from waterways and also rainwater flooding, especially where there is limited depth of water table.

C - public attendee: East Tilbury is on low-lying land so inherently vulnerable.

A - PF: Agree. Charrette groups largely avoided proposing development in the blue hatch (signifying flood zone 2-3). If development is considered, would have to re-contour the land to store water.

C - public attendee: Tilbury tips historically received London waste. Some of it dangerous – so potential risks in the southern section.

A - PF: Yes, noted. This is possibly the most constrained settlement we've looked at.

C - public attendee: Highways England have done extensive testing along the LTC route.

C - Council: Clarified that groups didn't think of the brown zones as solid development – would want

infrastructure and amenities included. Also must not underestimate the constraints and the cost of overcoming them – be wary of it compromising the quality of development delivered.

C – *Council*: Notified attendees that a local green space consultation and East Tilbury conservation and management plan consultation are now live, should anyone want to get involved (and shared links on the Chat.)

SATURDAY DROP-IN SESSIONS

EAST TILBURY

SESSION 3

11:00 FEBRUARY 12TH, 2022

(1 attendee - councillor)

Top Priorities

- National Highways said they would build a road bridge over the railway, even if LTC doesn't come forward
 - The bridge is great in terms of access but will open the area up to development? It's give and take.
- Understand that a secondary school would be good but the level of development required to deliver it would probably be unacceptable to the local community.
 - How many houses can East Tilbury expect? Residents are not given a number, so it is difficult to judge what's being proposed.
- Residents complain extensively about parking.
 - The Fairview estates have very strange parking arrangements.
 - Many car parks are privately owned, with issues of maintenance, repair, and the provision of disabled spots.
 - Many cars park on the main road to use the station, as free informal parking. This includes people coming in from Stanford-le-Hope and Corringham.
 - Some of these issues come from the fact that the Persimmon development still hasn't finished the walking route access to the main road. This would

help prevent people getting in their cars to access the station.

- People accessing free parking want to park north of the level crossing so they don't get stuck with the barriers; this has a big impact on Linford.
- Would like to see kerb parking stopped. Comments have been sent to portfolio holder on this. Local restrictions on kerb-side parking would be more appropriate and desired.
- Paying for parking at Coalhouse Fort will potentially push parking north to the existing settlement – a concern to be considered.
- The new landscaping around the Bata Estate and Thomas Bata statue is really positive and loved. As is the new housing, apparently.
- East Tilbury village has real access issues that need to be addressed.
- Access to the landscape, marshes, is key aspect of character of East Tilbury. So much countryside of the doorstep.

Charrette Sketch Plans

- Green corridors between Linford and East Tilbury would be great.
- Old Bata sports field (no. 7 on the plan) are missed and their reinstatement would be greatly supported.
- Access to the landscape is great, but there is also the issue of pressure of recreation in the area. Good quality recreation and green space is needed within the settlement, so as to not only rely on the marshes.

- Linear green space with development is great. Would prefer that shown at no. 5 to that at no. 2 which potentially encroaches on Gobions Park.
- Land to the east of no.7 is a former gravel operation but could potentially be an exemplar in what can be done with that in terms of turning into green space.
- Increase awareness of SEE Park; currently not enough public knowledge of the project.

SESSION 4

12:30 FEBRUARY 12TH, 2022

(2 attendees - same councillor and one member of public)

Top Priorities

- Strong nature and history in the area, that should be protected, enhanced and be the basis of understanding what growth is appropriate.
- Would like more help from the Council to enable community groups to use Coalhouse Fort. Would like to make better use of the amenity.

Charrette Sketch Plans

- Discussion on Bata Estate: previous and ongoing plans to put housing into the estate.
 - Also gym, public use, dentist, opticians, etc. Potential school? Leisure?
 - Possibility of 'meanwhile uses' in the Bata factory - encourage entrepreneurship.
- Areas 2 and 10 are potentially rich areas for nature

SATURDAY DROP-IN SESSIONS CONTINUED

and biodiversity, water vole habitat.

- No. 5 is very close to proposed LTC route and a concern.
- Development boundary changes of LTC and impacts on proposals?
- Idea floated to relocate parking from Coalhouse Fort to previous Walsh land. Retain existing access to the site (which apparently is going to be moved).

SESSION 5

14:00 FEBRUARY 12TH, 2022

(2 *public attendees*)

Top Priorities

- Flooding, issues of toxicity and landfill in the area
- Various plague pits around Thurrock, as well as pits for animals that have died of anthrax

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.

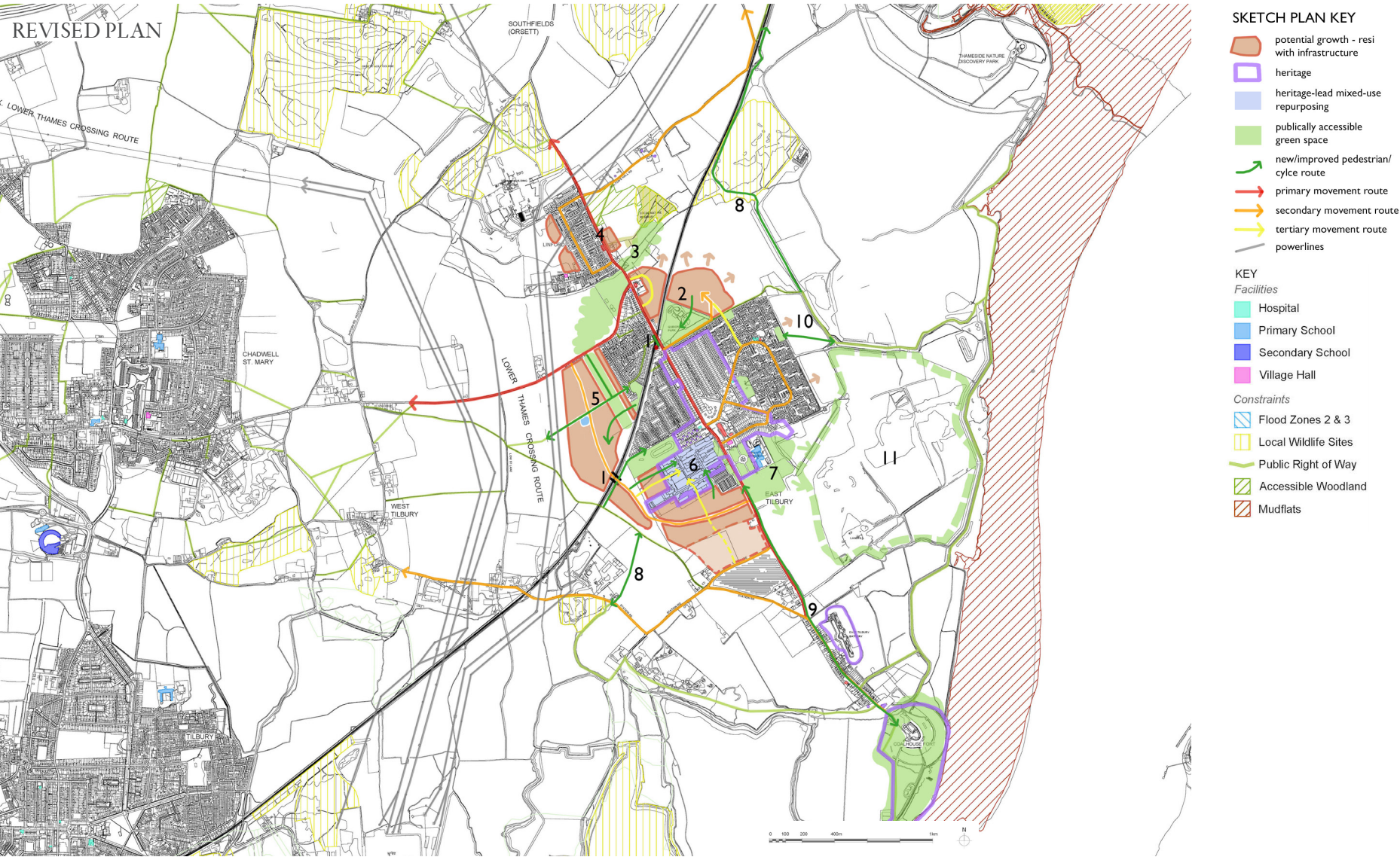
Revisions - from the initial plan (right) to the second version (next page) - entailed:

- Suggestion of possible S-E development omitted due to flooding concerns
- Noted desire to restore Welsh gravel pit
- Bata site colour adjusted to clarify intention of mixed-use adaptation of existing buildings



Note: Paler coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p49.

CONSOLIDATED PLAN CONTINUED



Note: Paler coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p49.

Consolidated Plan Notes

1. Level crossing seen as problematic (and even dangerous due to potential delays to emergency vehicles). Pedestrian/cycle bridge at level crossing to aid (especially active) movement and multi-modal bridge built to the south west. Thought best not to close the level crossing, however, as would cut off primary route through town.
2. Consider area north of Gobions Park for development – good proximity to train station. Provide overlooking/natural surveillance of park. Limited access however – would need to use Bure and turn path along south of park into a road.
3. Enhance natural corridors between existing and new green spaces, including between Linford Wood and Linford Recreation Ground, which would also help avoid coalescence.
4. Linford is especially constrained, with pylons, nature reserves, and the Tarmac site. Some limited housing development could be appropriate however due to access to train station, small shops, and green space.
5. Area to the west constrained by pylons and gas pipelines, but less prone to flooding and capable of delivering bridge over railway, so most promise for development. Also, in reasonable proximity to station and shops. Maximise pedestrian connections to existing town and provide necessary facilities such as primary school.
6. East Tilbury Conservation Area is considered at risk. Capitalise on the heritage of the Bata factory, re-using the buildings for mixed-use employment/commercial and 1-2 bedroom apartments, for which there is local need. Open up complex to create permeable routes with surrounding new and existing housing to create symbiotic relationship.
7. South east sites deemed too at risk of flooding for major development. Grounds returned to playing fields would be favoured by community.
8. Link existing leisure walking routes to extend north to Mucking and to create Coalhouse Fort loop.
9. Promote safe walking/cycling to Coalhouse Fort (as well as St. Catherine's Church and the pub) down Princess Margaret Road to make the most of these amenities without increasing traffic.
10. Extent of development to the north, east, and south-east to be determined by if and how flood risk can be sufficiently mitigated.
11. Desire to turn Walsh gravel pit/landfill site into exemplary ecological restoration site.

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

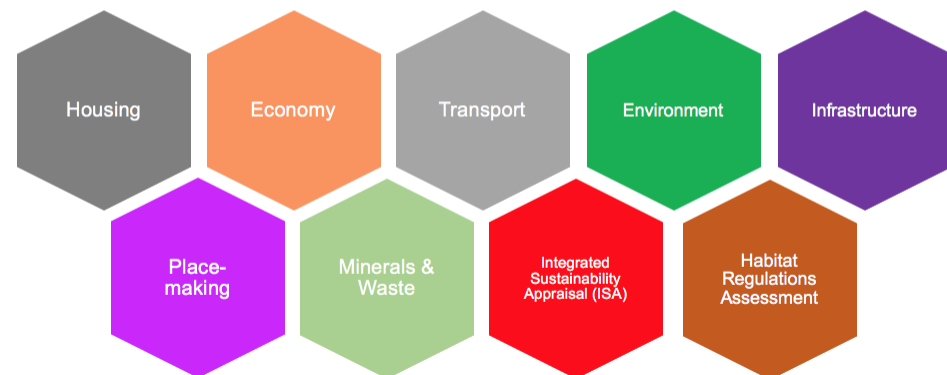
- Thurrock's current plan is from 2011 and so requires updating
- Will offer the long-term development strategy up to 2040
- Will cover:
 - Where new homes should be built, and how many, what type: affordable, size, special needs, etc.
 - Where new businesses, shops, leisure can go
 - Which areas need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



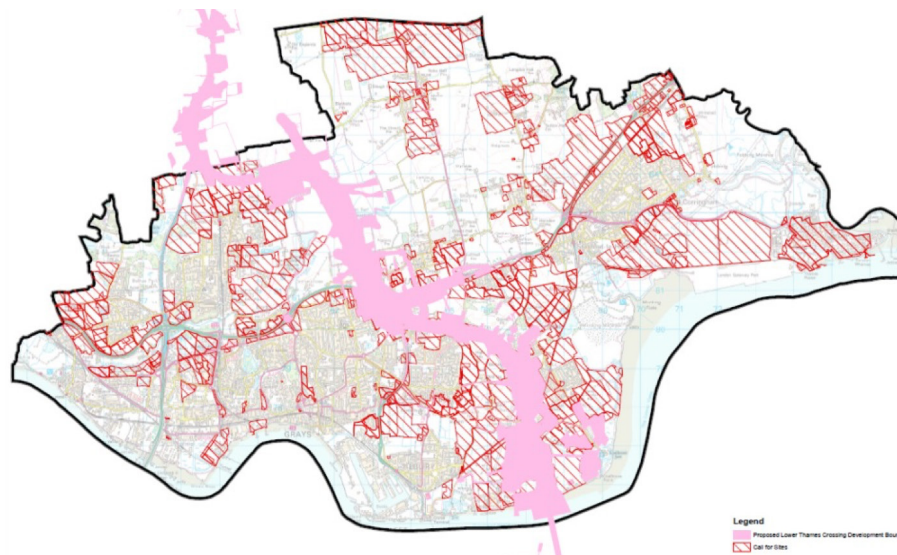
DEVELOPING THE EVIDENCE BASE



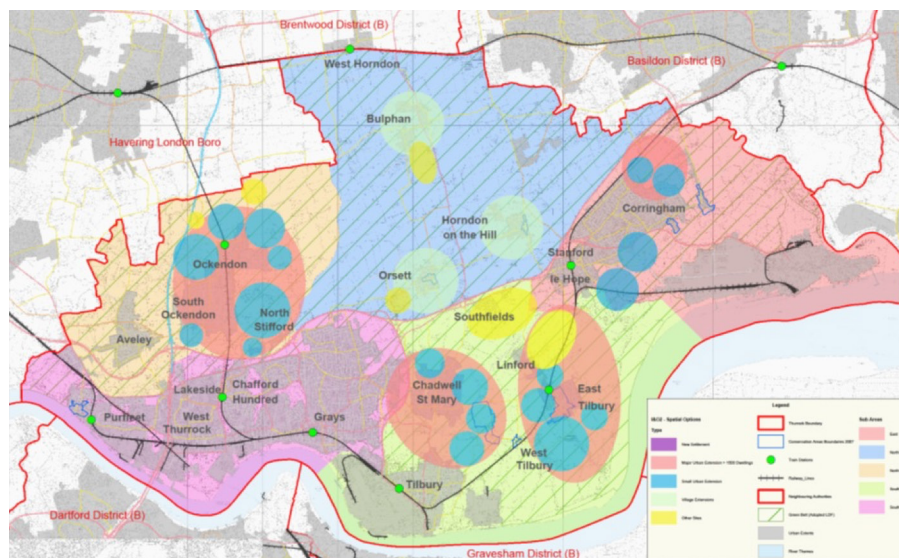
employment, leisure, etc.

- 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 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

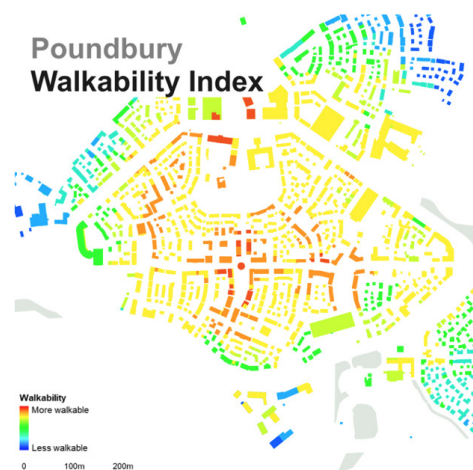


SUSTAINABLE URBANISM

- 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

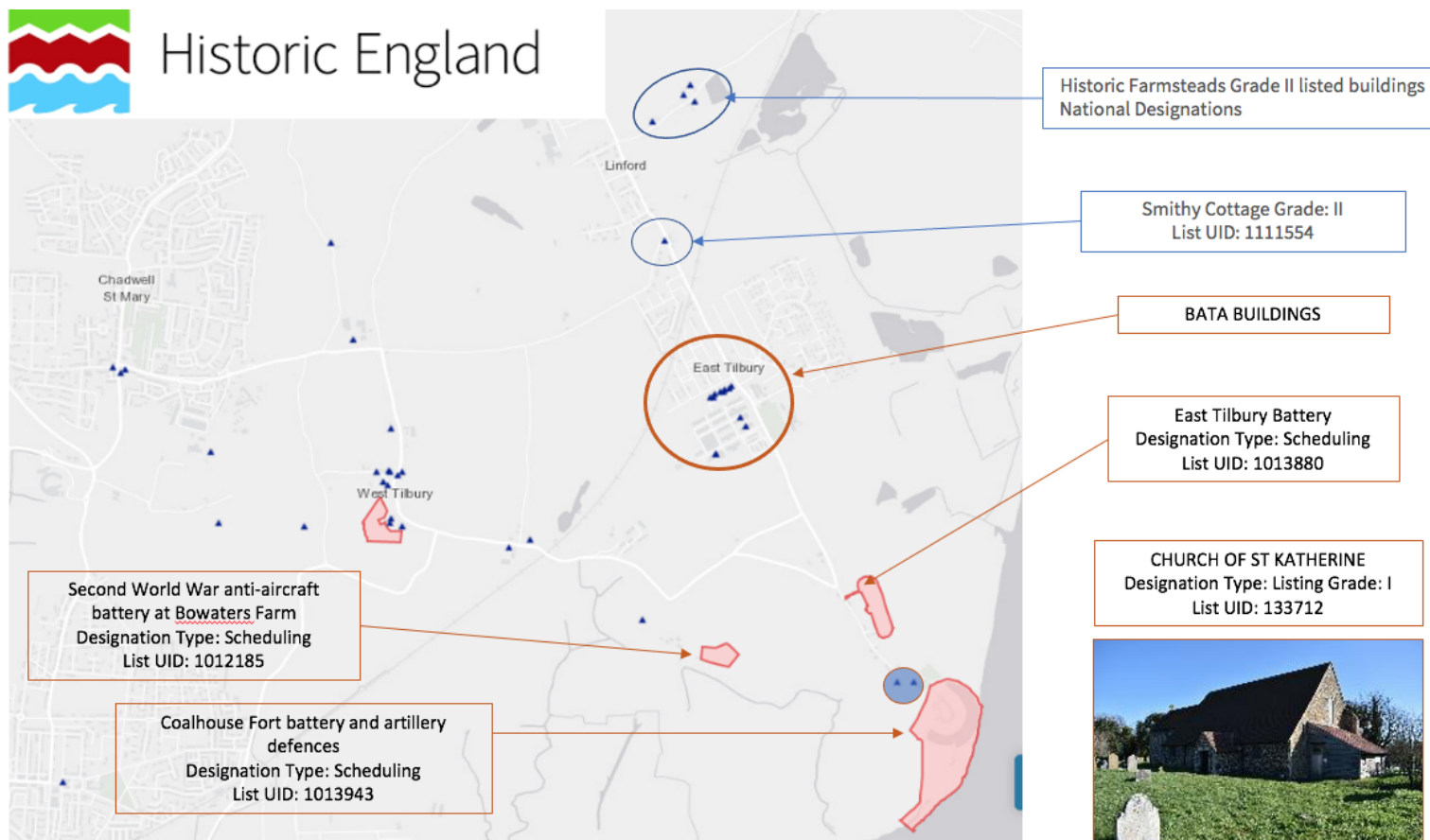
PAULETTE MCALLISTER, JOSEPH HARDY DESIGN & HERITAGE

- Aim for constructive conservation, manage change, and respect heritage assets.
- Encourage the community to put forward for local listing anything that is important to them.
- HER 2022.
- The more historic settlements: Muckingford, southern part of East Tilbury, West Tilbury
- Unique mix of heritage assets:
 - Church of St Catherine (Grade I listed)
 - Coalhouse Fort and East Tilbury Battery
 - Smithy Cottage (Grade II listed)
 - Bata buildings - 20th century conservation area.
 - WWII anti-aircraft battery
 - historic farmsteads to the north
- Document now out to consultation by the Thurrock Team - bought together an analysis of all of the SAMs across the borough - including mitigation and points of setting to be considered.
 - There are views to and from Coalhouse fort to be considered. Sensitivities of heritage and landscape setting.
- East Tilbury Conservation Area Appraisal - now also up for consultation.
- Arable land around the Bata land is significant.
- Heritage at Bata is at risk. There needs to be an action plan for this area and the wider environs.
- Character contains real contrasts – East Tilbury is one of the most historic settlements in the borough



Left: 1777 map of East Tilbury area; Below: photos of East Tilbury heritage assets including Coalhouse Fort, St Catherine's and the Bata development





but also has the 20th century inter-war growth.

- Interpretation will be important.
- Separation of settlements, identity, and local heritage assets are key.

THE SETTLEMENT TODAY - THE BUILT ENVIRONMENT

AMY LINFORD AND ALEC SCRAGG, SENIOR DESIGN OFFICERS, THURROCK BOROUGH COUNCIL

- Three main character areas: historic village around south Princess Margaret Road, Linford, and the Bata factory and housing.
- Entrance to the village weakened by the railway level crossing.
- Gobions Park is well loved.
- Princes Margaret Rd – quite loud/busy and unpleasant for walking. Not many street trees, but deep front gardens, some of which have been well planted, which helps the amenity of this route.
- Bata site feels like the centre of the settlement. Public spaces taken care of by an active community. Rare examples of specific modernist design in the UK.
- Bata factory, now known as the Thames Industrial Park. Enterprise Centre hosts small businesses, e.g. software, furniture upcycling.
- Bata Avenue - built for the Bata estate, laid in an interesting chequerboard pattern. Planted poplars to the main road which gives an attractive entrance to the street. Many of the estate's poplars have now been lost however.
- Area behind the recreation ground is more typical in character of Thurrock - mostly low flat blocks, winding cul-de-sacs. Pathway to Mucking Marshes to the east from here.
- The western extension new build - poor detailing and material choices and not up to the standard of design of the original Bata scheme, which had communal facilities and shops.



- - Area of grassland has no use other than for water drainage and the streets are dominated by the carparking
- Princess Margaret Road south - new views out into the Thames - long views to the Marshes and big open sky.
- Coalhouse Fort - well-loved historic place. Seals

sometimes seen bathing, very popular for picnics and wildlife spotting. Was run by volunteers. Napoleonic fort adapted during the World Wars. Difficult to get to easily by public transport.

- Arable fields around the Bata estate - very important setting - maintain the long views out to the Thames. One can see to the DP Port which is quite a striking

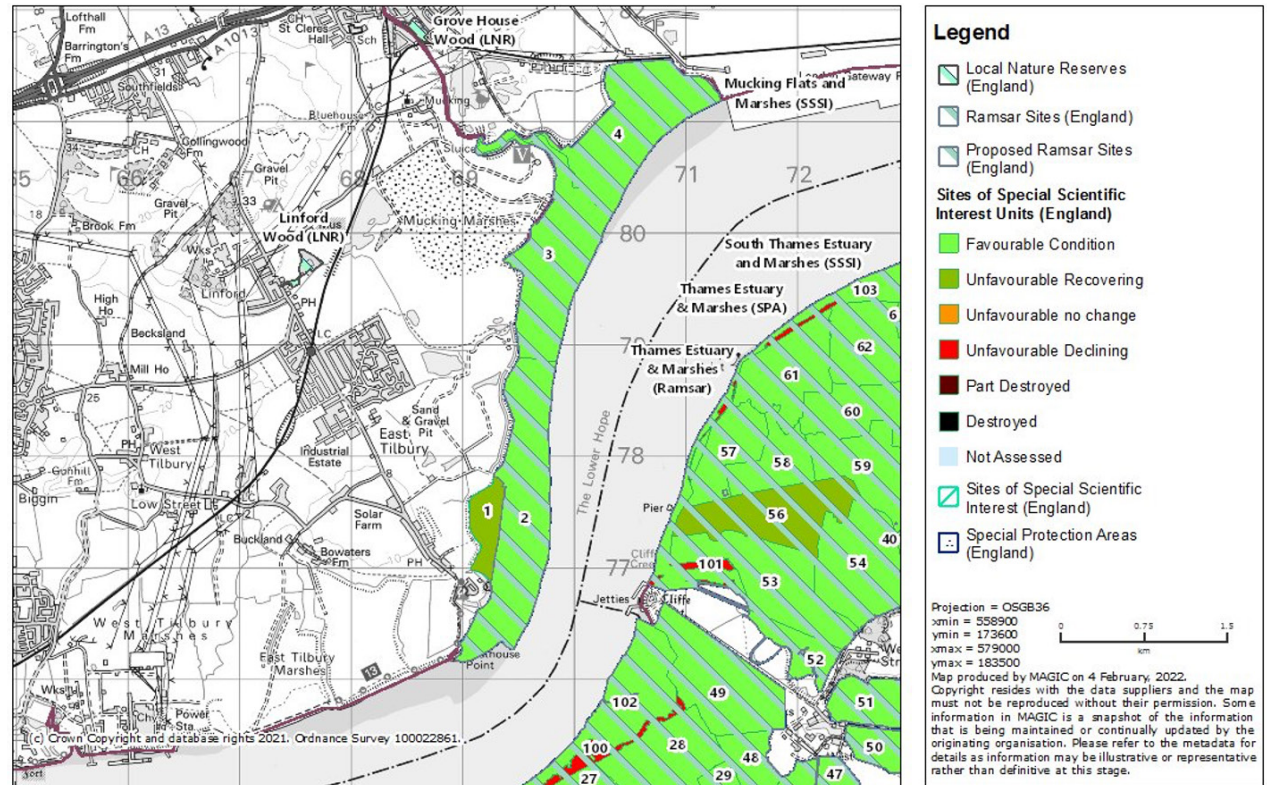


Left: Princes Margaret Rd; Above: Bata factory area; Right: western development

THE SETTLEMENT TODAY - THE NATURAL ENVIRONMENT

STEVE PLUMB, LANDSCAPE AND ECOLOGY CONSULTANT

- Developed on lower ground, surrounded by historic marshes, flood plain, and former landfill sites.
- Former mineral sites mean there is changing and artificial landscape. High earth mounds sometimes visible.
- Poplars were used to extract water from the settlement. Those trees are now at the end of their useful life - so to maintain the character might need to look at what trees best to replant.
- Footpath on the seawall near Coalhouse Fort – give view of the Bata factory - one of the few remaining areas of coastal grazing marsh. Many areas around East Tilbury have been subject to land filling/raising.
- Mudflats between Coalhouse Point and Stanford Wharf are internationally important for overwintering birds.
- Public access and biodiversity - trying to reinstate for public access to the south.
- Open arable fields to the west - lots of open landscape and farmland with long views. From development perspective, very few ecological constraints. Alignment of the LTC, however, a major constraint.
- Lots of areas are identified for ecological mitigation around the Coalhouse Fort.
- Salt marshes - internationally important areas and good for carbon capture. Opportunities to increase the salt marsh land?
- Risk of impact from development – e.g. dogs can



Ecological designations

disrupt large flocks of birds resulting in population loss.

- Coalhouse Fort lagoon - was a high water roost, but is now dried out and nationally important population of invertebrates.
- SEE park - opportunities to deal with flood risk issues and areas of climate change. Collaborating

with other authorities in the area.

- Existing rights of way – like many in Thurrock, dead end due to marshes, major roads, industry, docks, and mineral extraction. Route along the seawall is part of the England Coast Path; although a section near Coalhouse Fort is closed due to damage to the flood defences.



Former lagoon at Coalhouse Fort



East Tilbury Quarry site

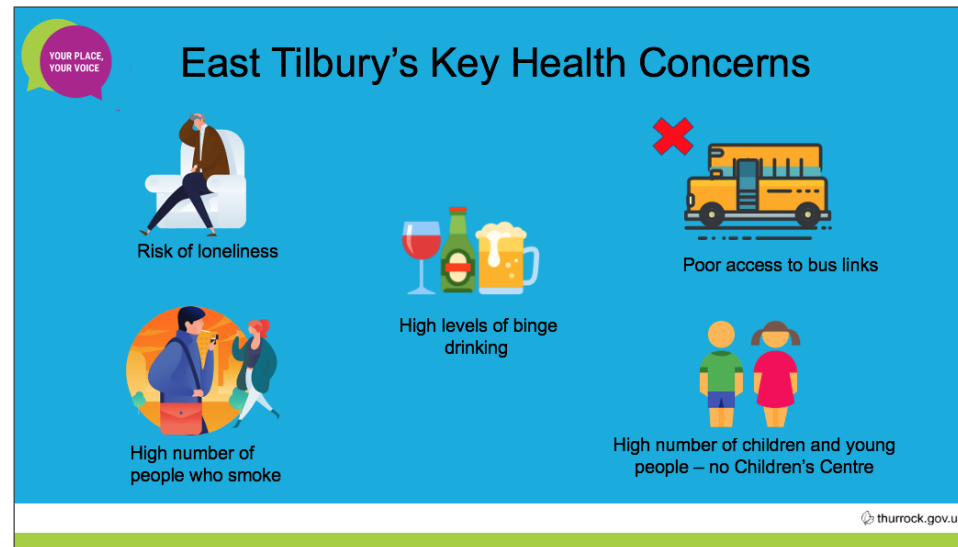


Public rights of way

HEALTH & WELLBEING

KAREN BALTHASAR, PUBLIC HEALTH, THURROCK BOROUGH COUNCIL

- East Tilbury's key health concerns shown right.
- The Local Plan can provide opportunities to prevent and relieve health and wellbeing issues through the development of good quality, well designed, connected, health-promoting neighbourhoods.
- It also aims to support a strong economy, providing good quality employment opportunities, which is one of the most protective factors for wellbeing.
- Priorities:
 - Address difference in life expectancy
 - Access to parks and healthy food stores etc.,
 - Easy access to health services through transport links.
 - Spaces which can be used for intergenerational activities and to support the population.
- East Tilbury has two pharmacies, three GPs. No opticians or dental practices.
- IMC will be in Tilbury. These aim to provide GP and other services co-located in one place for ease of access. Any increase in population will need a review of services.
- Many positives to living here already - good access to green areas and play areas - good heritage assets, safe walking and cycling routes, community library.
- Need to make healthy choices the easiest choices.



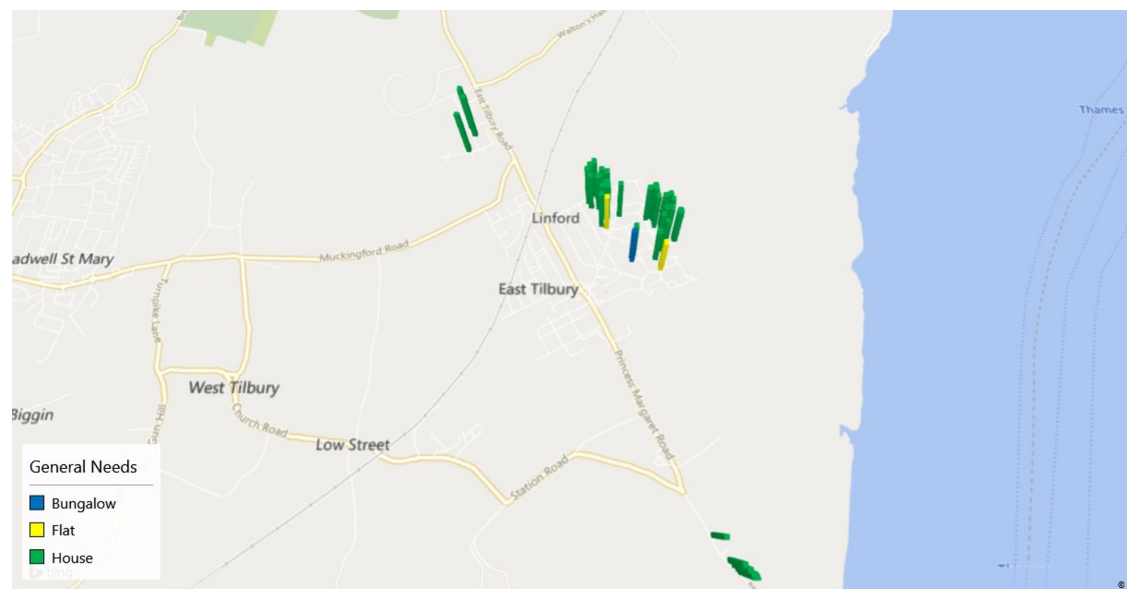
HOUSING NEED

RYAN FARMER, THURROCK BOROUGH COUNCIL

- House prices in East Tilbury increased by 46% between 2015 and 2020.
- Average property price lower than Thurrock average.
- Bulk of Thurrock households are towards the lower income bands. Generally in East Tilbury, there are slightly more in higher income bands than borough average.
- Limited amount of council and affordable housing in the village. Lack of sheltered housing in the ward.
- By far the most common are council homes are 3 bedroom houses. Quite common across the borough. Also quite a similar figure of 2 bed properties.
- There is a lot of pressure on people finding accommodation in the private rental sector.
- Council has greatest demand for 1 and 2 bedroom social housing properties.

	May 2015	November 2020	Variation
Thurrock	226,692	315,337	39.1%
East Tilbury	186,395	273,300	46.6%
Stanford-le-Hope West	217,766	326,793	50.1%
Stanford East and Corringham Town	214,809	314,711	46.5%
The Homesteads	251,617	337,234	34.0%
Corringham and Fobbing	262,444	402,905	53.5%

Average property purchase prices



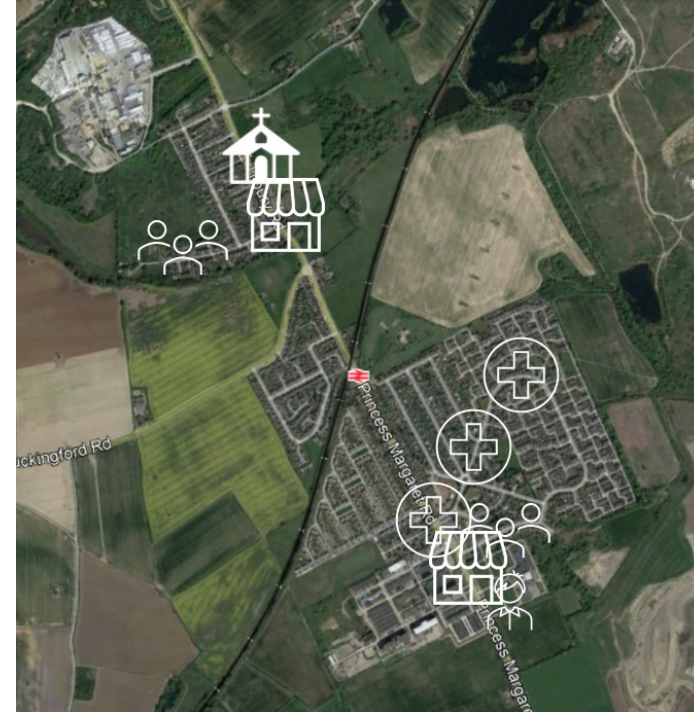
Local council housing stock

ECONOMY - CENTRES AND PORTS

ZOE MCADEN, THURROCK BOROUGH COUNCIL



Walkability index



East Tilbury facilities

- East Tilbury a unique planned community, but not fully realized and facilities lost
- Fairly well served in terms of facilities - medical services are well distributed and there are community facilities both in the centre of East Tilbury and also in Linford. There are also shops at both, a church and a primary school.
- Can residents work from home?
- What every day needs still take them outside of the settlement?
- Thames Enterprise Centre provides office space and business units at the former Bata factory site.

EDUCATION

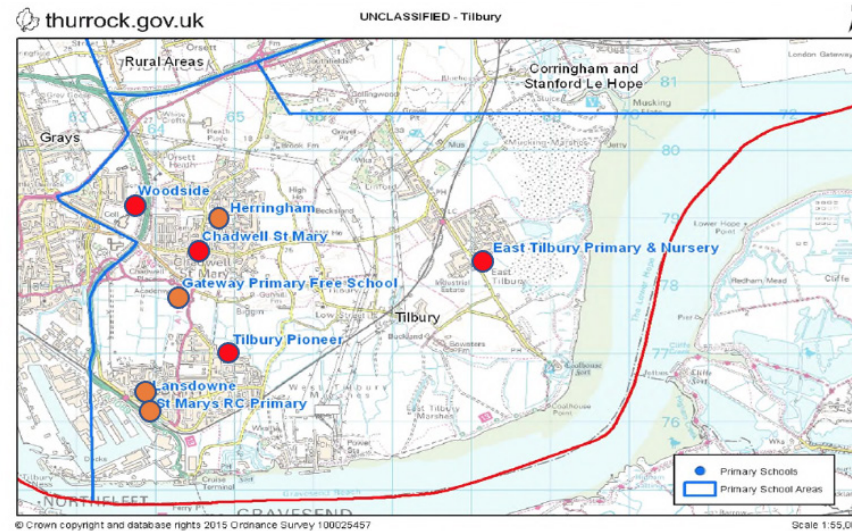
PRESENTED BY ZOE MCADEN, THURROCK BOROUGH COUNCIL

PRIMARY

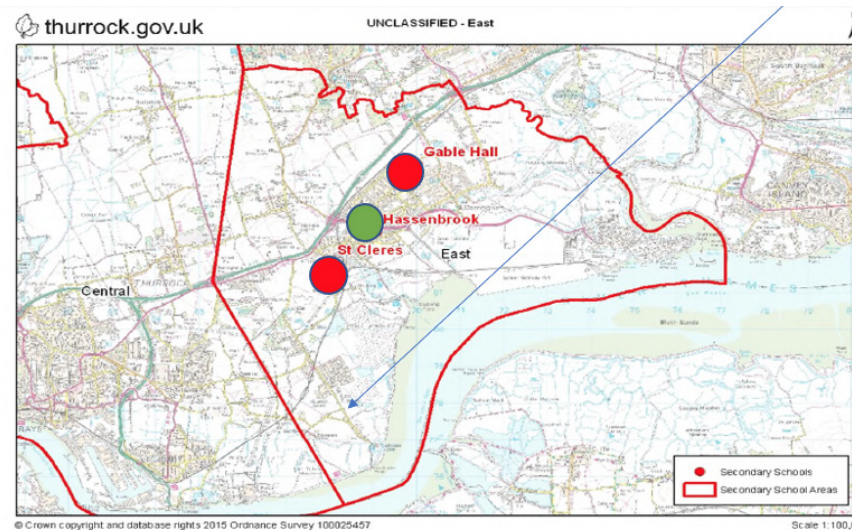
- In the Tilbury Planning area, with eight primary schools – all with limited capacity or over-subscribed.
- East Tilbury Primary is over capacity.
- In September 2021, there were 528 students for a total of 510 school available places.
- Bulge classes have been added at East Tilbury and Tilbury Pioneer as a temporary measure. There are no plans for expansion projects or any new free schools in the planning area.

SECONDARY

- There are three secondary schools in the East Tilbury planning area but none in the village itself.
- Quick train journey and walk to the secondary schools in Stanford.
- The East Planning Area will be over-subscribed by 2023.
- The two new free schools in the Central Planning Area will be able to accommodate some new students.
- However, housing development planned across Thurrock will mean that further secondary schools are likely to be required.
- A new primary needs 1400 new homes and a new secondary 2100 homes. Do they need a new school, and how will development promote that?



Primary schools in the planning area

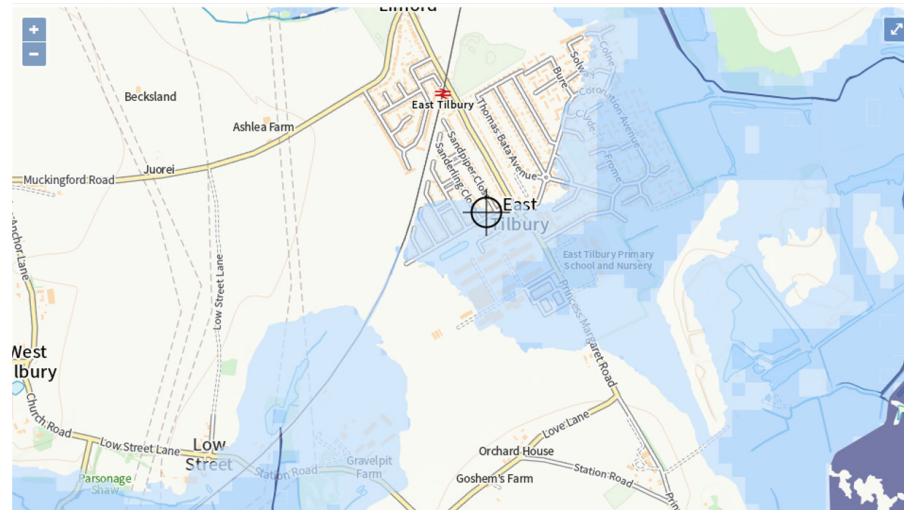


Secondary schools in the planning area

FLOOD RISK

CONTENT BY REMSHA MOHAMMED REMLA; PRESENTED BY ZOE MCADEN, THURROCK BOROUGH COUNCIL

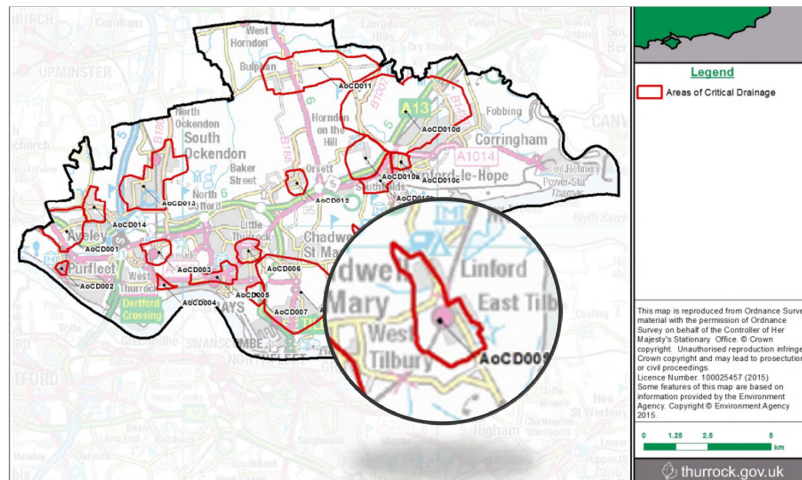
- Flood risk is created by extreme weather, uncontrolled and unplanned development, issues with sewer capacity and flows from wider catchment.
- For new development, Flood Risk should be considered separate from Drainage.
- Proposals for buildings or works must be assessed ahead of time for current and future flood risk and any required mitigation as part of a document called a Flood Risk Assessment, or FRA.
- Current climate change projects - rise of 2cm by 2100.
- Risk of surface water flooding due to inadequate drainage and flooding from Thames.
- East Tilbury is a designated area of critical drainage.
- Requirements for drainage are much higher in this area compared to normal developments.
- Expect developers to design drainage strategies with climate change in mind.



Flood risk from surface water



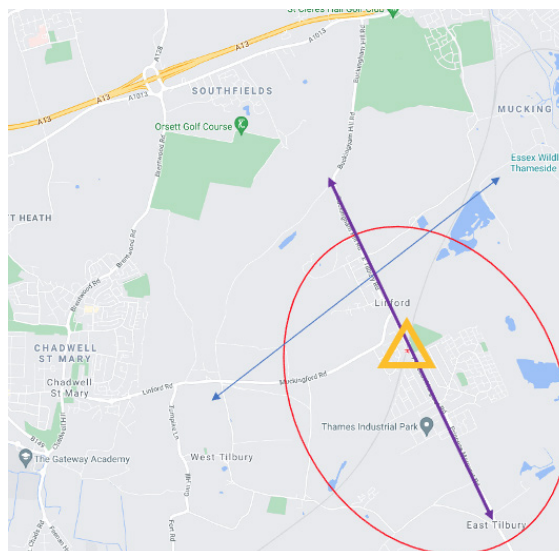
Flood risk from rivers and groundwater



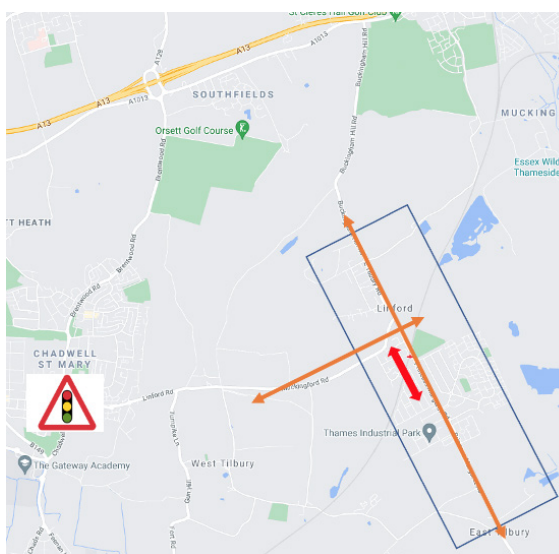
LOCAL TRANSPORT

JULIAN HOWES, HIGHWAYS, THURROCK BOROUGH COUNCIL

- Issues experienced by residents of East Tilbury include:
 - Rat running through the village, including an increase in use by heavy goods vehicles. Due to the area having easy access and providing an alternative east-west route to the strategic network.
 - The level crossing - the fact it splits the village in two and can cause disruption/delays due to the number of train movements and when delays occur on the rail network.
 - Limited access to public transport facilities and walking and cycling routes, being surrounded by either high category roads or country lanes.
- If growth were to occur in the area, there needs to be significant change to enable improved non-car links to Brentwood, Basildon and Grays/Stanford Le Hope.
- Other potential solutions include:
 - An alternative to the level crossing in regards access across the railway.
 - Potentially closing routes in the village to through traffic to combat rat-running.
 - Make improvements to junctions in surrounding towns and villages.
- Part of any transport strategy has to be getting as many people as possible out of their cars.



Transport issues diagram



Potential transport solutions diagram

TRANSPORT VISION

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

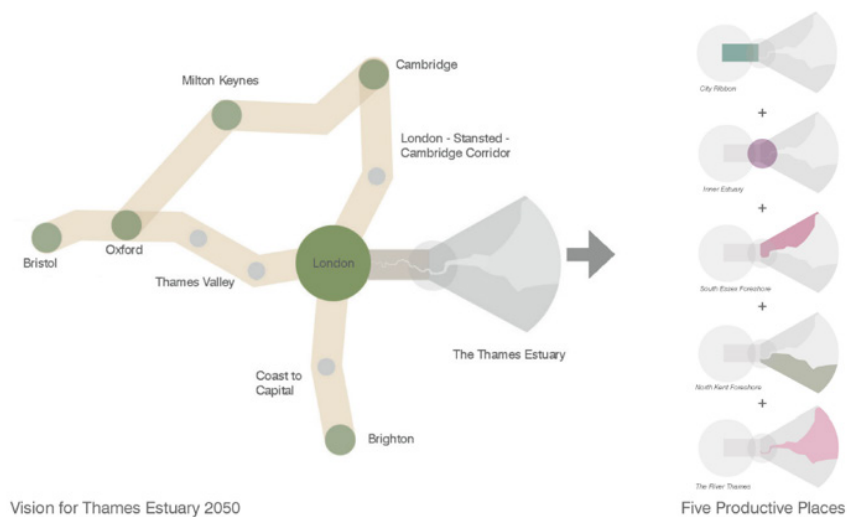
TRANSPORT VISION

RICHARD LATCHAM, TRANSPORT CONSULTANT

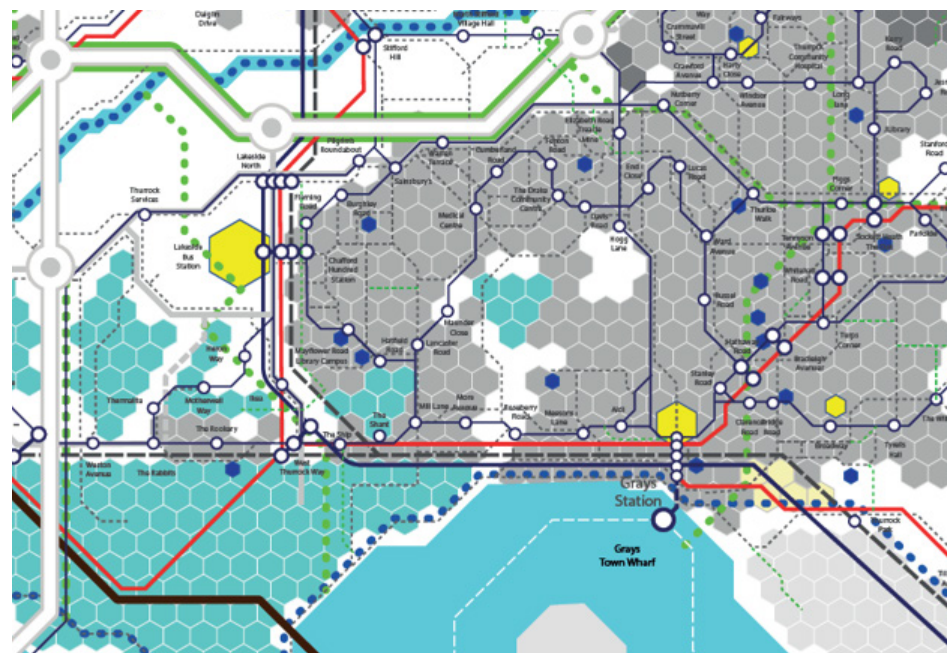
- Thurrock Transport Strategy 2023-2040
- Will establish a new strategic approach, policies and guidelines
- Detail how Council will plan for and deliver improvements across the transport network
- Three main parts:
 - Vision (2050)
 - Strategy (2040)
 - Action/Implementation Plan (5-year programmes)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



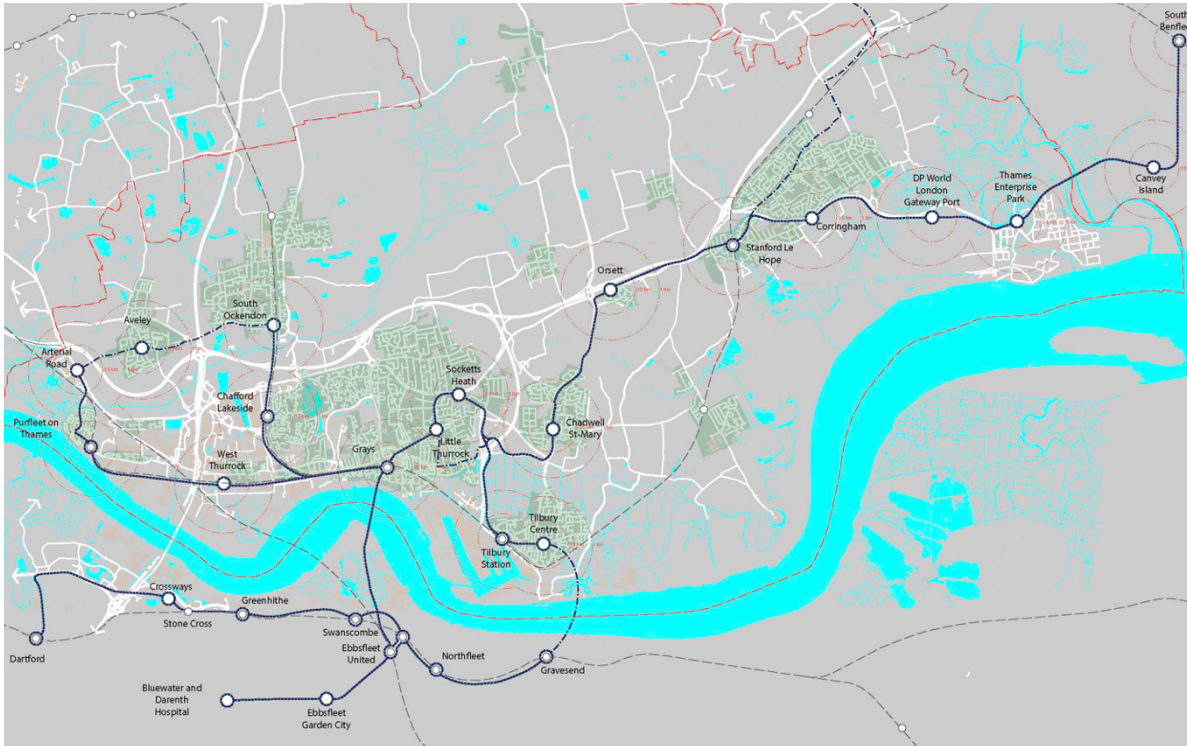
- Thurrock) as is considered a national priority.
- At strategic level, for sites in the Green Belt, prioritising:
 1. Major transport investment in River Thames Connectivity. The start being successful Town Improvement funding bids for Grays and Tilbury.
 2. The promotion of sub-regional rail passenger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



Thames Estuary 2050 Growth Commission diagram - Thurrock in grey circle



Illustrative concepts for growth area transport strategies



Potential mass rapid transport route



The nine strategic focus areas

CALL FOR SITES

LAURA PATTISON, THURROCK BOROUGH COUNCIL

- Info on how the numbers are calculated.
- There are a predominance of large sites – those which could deliver up to 1,000 or 2,000 units. They will need technical site assessment work.
- Majority of the land to the north, south, east and west has been promoted.
- Site to the north-east of the railway is submitted for 230 affordable housing units.
- There is a historic live application - land to the west (Muckingford Road), submitted in 2015/ 2016 - just prior to the publication of the LTC. Much of the land falls in the boundary of the LTC so it has not been able to be determined by the council as of yet.



Sites in and around East Tilbury submitted in Thurrock's Call for Sites process

COMMUNITY ENGAGEMENT

PRESENTED BY PAUL SALLIN, THURROCK BOROUGH COUNCIL

- Initial Your Place, Your Voice consultation undertaken in 2018, gathering local community views on the area. Priorities included:
- safe cycle links
- better HGC traffic management
- purpose built hub
- facilities for young people
- better bus service
- A survey has been held throughout 2021 to get updated views which can be integrated into the current work. 61 people have completed the survey so far for East Tilbury. Highlights include:

NATURE AND ENVIRONMENT

- Want Coalhouse Fort, Gobions Park, Linford Playing Fields, Thameside/Mucking Nature Reserve & Bata Memorial Park protected
- 79% of respondents concerned about climate change – suggest planting more trees & stop cars idling

BUILDINGS AND TRANSPORT

- 67% 'strongly agree' or 'agree' that the area has good public transport
- 74% feel can walk or cycle to a sufficient number of essential shops
- 89% say there are buildings of special importance/heritage value - Coalhouse Fort, Bata Factory/Estate, Tilbury Fort & churches
- 59% of respondents think there are enough affordable homes

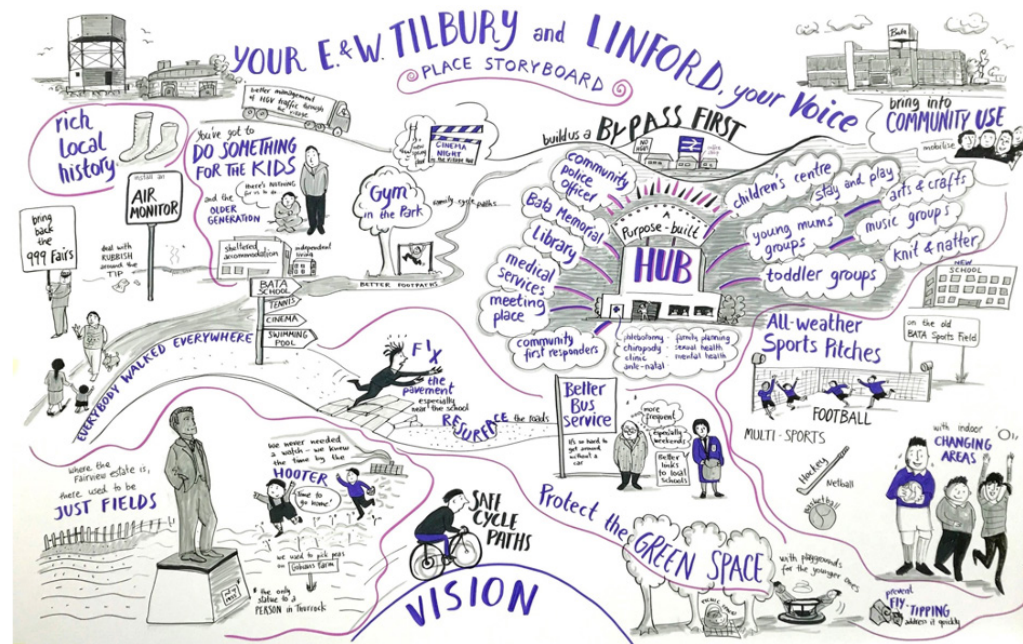


Illustration from 2018 consultation feedback

SOCIAL

- 82% of respondents regularly talk with neighbours but less than half take part in local clubs or activities.
- A majority of respondents were concerned about anti-social behaviour.
- Overall, people feel education could be improved.
- Some residents were concerned about new homes in East Tilbury
- Desire for a youth club for teenagers, more clubs for babies and children, and improvements to the village hall.

FINANCIAL

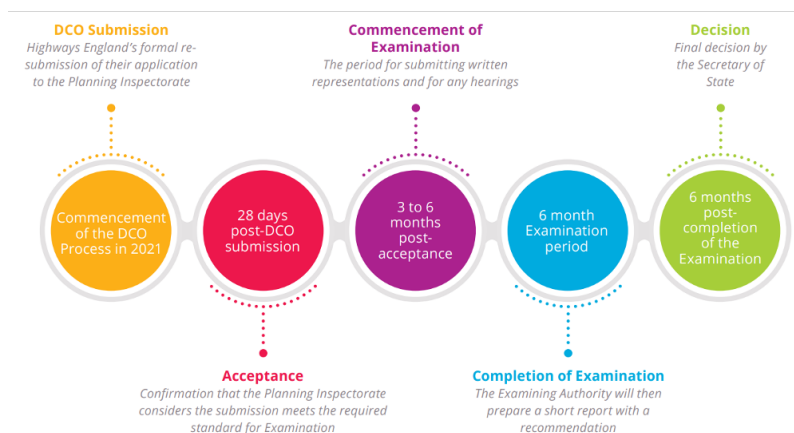
- Only a quarter of respondents were positive about local employment opportunities
- 71% feel they can afford to buy their own home and 66% can afford to rent in the area
- A small majority of respondents feel like there are enough shops in East Tilbury. Suggestions on possible improvements included more local shops and a cheaper local supermarket.

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

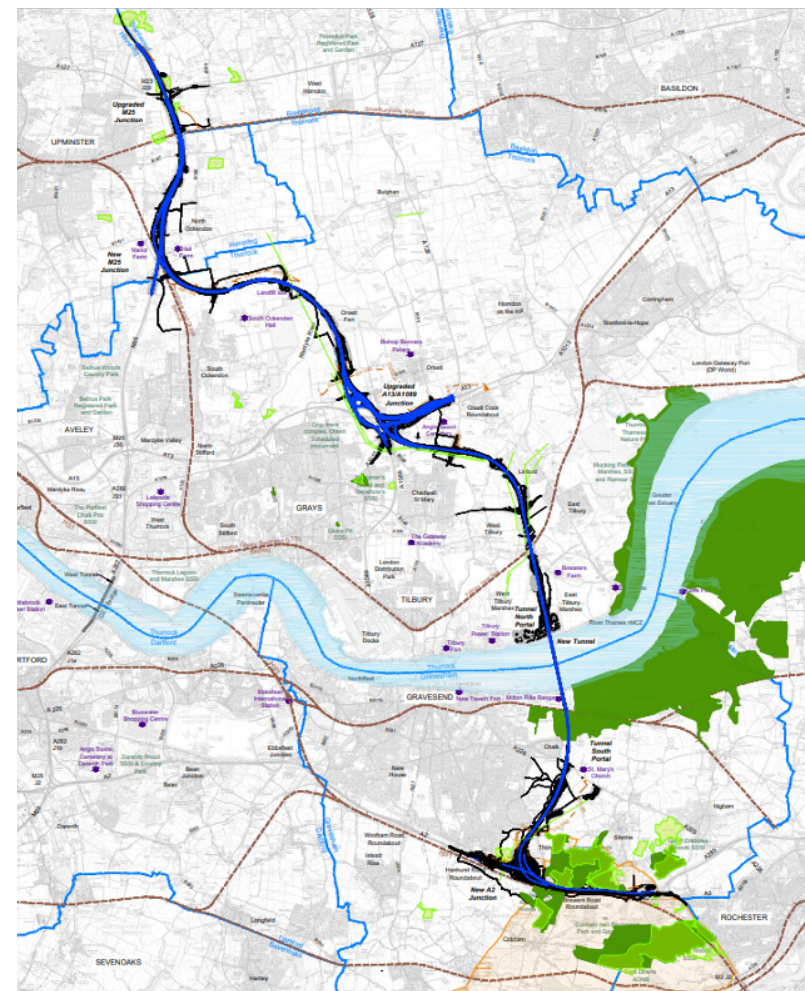
LOWER THAMES CROSSING

CHRIS STRATFORD, LTC CONSULTANT

- Approximately 14.5 miles (23km) of new all-purpose trunk road linking the A2/M2 to the M25.
- Two 2.5-mile (4km) tunnels.
- Aim to reduce congestion on the Dartford crossing.
- Still in pre-application stage – DCO application withdrawn November 2020.
- Proposing to re-submit DCO late 2022.
- Port of Tilbury and Freeport aim to deliver jobs and economic growth.
- 13 structures linking with local roads and footpaths.
- 3 enhanced structures: north portal and Orsett Fen and Mardyke viaducts
- Four green bridges: Hoford Rd, Green Land, Muckingford Rd, and North Rd
- Pushing to get segregated provision for bridleway, cycle, footpath etc.
- Many potential local impacts, e.g. air quality, noise, climate, landscape, construction disruption
- Current mitigation packages - broadly standard and based on previous HE DCOs. Further challenge and additional measures are expected based on the Hatch Report.
- Two reports prepared by the council to review this.
- Even if LTC submits application in the spring - unlikely to go through until 2024.
- LTC have had to re-examine their requirements in the Tilbury Fields area. They are due to re-consult on that in the next few months.



LTC DCO
application process



Planned LTC 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: LTC reserved land corridor – some area within the application boundary is for construction, so can it also be considered for development?

A - *Council LTC Consultant*: Temporary and permanent land uses are set out; temporary can include relocation of infrastructure which could be needed for a few months or 6-7 years. Trying to clarify what is needed when, and for how long, with Highways England.

Q: Do we have an alignment for the LTC?

A - *Council LTC Consultant*: Yes, on National Highways website and/or council website. It is however changing, especially in the Tilbury Fields area.

Q - *Landowner/agent*: What timescale is the Council looking at for the Local Plan?

A - Council Planning: Plan needs to cover 15 years, but Thurrock is looking to 2040/41. It is likely some strategic sites will not come online till 2030, and not built out till 2050.

C - *Landowner/agent*: Noted that on the 2016 planning application for the west site masterplan, other uses included school, community hall and open spaces.

Discussion over location and building proximity to the gas pipeline blast zones.

C - *Landowner/agent*: Noted that employment uses can go nearer to the pipe lines and care homes and schools should go further away.

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:

- West Tilbury Marsh
- Power station, rocky marshland beach
- Coalhouse Fort area, habitat land, recreation
- Seahouses wall – damaged (by river breaching)
- Mucking Marsh to the east, has visitor centre
- Massive sky, see large infrastructure from distance – pylons, ports, factories
- Many landfill and quarrying sites - create level changes, mounds
- Goshems Farm – landfill
- Walsh's site largely finished
- Quarry site due to close 2023
- Mucking Marshes landfill
- Linford Pit – just north of Linford
- Linford Wood – protected
- West Tilbury, to the west. Small village, partially obscured by trees
- Bowaters Farm
- Striking views due to large structures and flat landscape. The Bata factories are a landmark.
- Linford housing character – 1970's housing, bungalows
- King Henry fields divides the villages.



Level crossing with Gobions Park to the left

- Gobions Park legacy – lease of 50 years left. Good 'friends of group' cares for it.
- Bata housing, quite uniform, flat roofs, some large setbacks
- Bata Avenue checkerboard layout
- New housing to south of factories
- Shops near what used to be the dance hall
- Cinema, tennis courts, espresso bar – factory amenities now lost
- Cinema now is the village hall
- Refurbished library behind the parade where the espresso bar used to be
- East housing – regular 70's suburbia
- Triangular site: 330 houses
 - Community Stakeholder – says community got nothing from the Section 106
- East Tilbury Village: Linear (like Fobbing); very narrow setbacks; mostly just residential, but pub and church
- Coalhouse Fort - had café run by volunteers – temporarily closed

C - *Community Stakeholder*: Have tried over the years to get the land south of Memorial Park back for community use. Feel the school could expand on the land to the west.

C - *Council Landscape*: Site to east of school borders former landfill.

Took street view of swale at new estate - surface water drainage for the housing estate.

Council Landscape: Good drainage calls for chain of features, not just a hole in the ground. This one not a good solution, but an example of amount of space needed.

C - *Community Stakeholder*: Believe it was over-engineered and dangerous for children.

C - *Community Stakeholder*: Feel very hard done by developers. Bridge was promised and didn't happen. Understand development has to happen, but community needs to get something from it. Trains down for 15min at a time. Play equipment plopped in field with no strategy.

C - *Councillor*: Tennis court site is the worst in East Tilbury. Few objections at the time, but people's disappointment has motivated them to object now. What is needed is an agreed masterplan, with proper infrastructure to be delivered at the right time.

C - *Landowner/agent*: Nation-wide, first time being invited to participate at this stage. Good opportunity to listen and learn.



South end of Princess Margaret Rd.



West/'triangular site' development and swale (from Bata Ave)



Shops at Princess Margaret Rd.



Housing along King Henry VI Ave



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