



HORNDON ON THE HILL

THURROCK
STAKEHOLDER
CHARRETTES &
PUBLIC DROP-INS

DEC. 2021 - MARCH 2022



THE
PRINCE'S
FOUNDATION

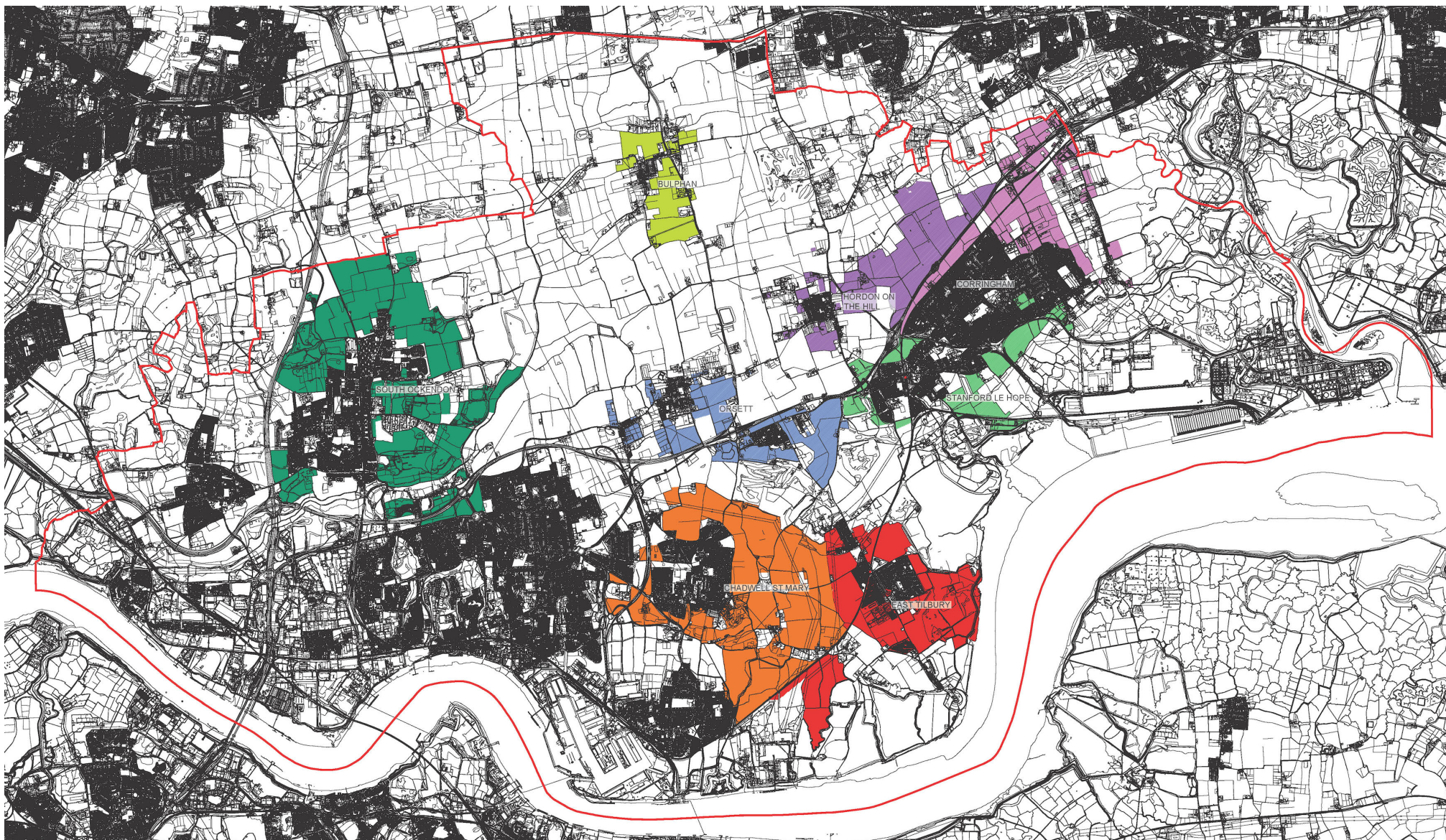


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LIST OF ABBREVIATIONS/ACRONYMS

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



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

INTRODUCTION

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

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

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

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

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

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

This document records the last two stages.

TIMELINE

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

We foresee this work as 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

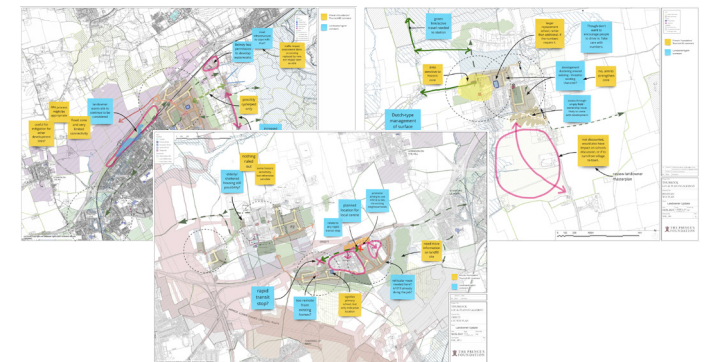
department leads and landowners, many of whom have detailed knowledge of their sites’ potential and constraints. The aim of having the landowners and council departments together in this forum was also to encourage a wider place-making conversation, rather than a focus on specific sites, and to encourage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

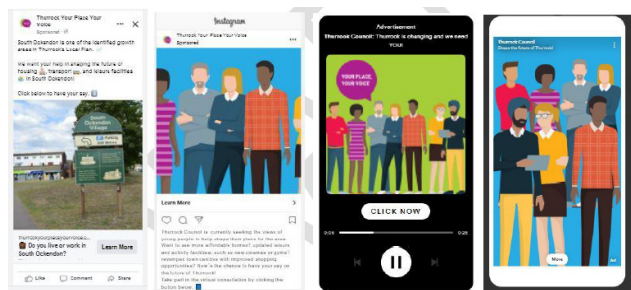


OVERVIEW

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.

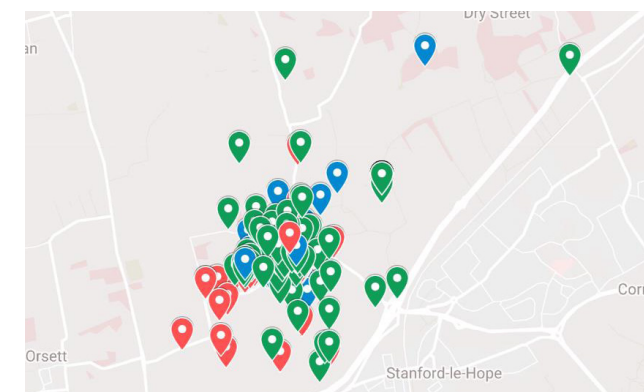
Right: Horndon on the Hill online survey results for Mapping Quality of Place

SUMMARY OF RESPONSES

103 people completed the main BIMBY updated survey for Horndon-on-the-Hill.

98% of respondents said that there are natural / public spaces that need protecting in their area, including the Recreation Ground and Langdon Hills and there were 45 positive comments about green space.

193 pins were dropped on the mapping software which included comments ranging from concerns over the loss of Green Belt land, issues with traffic and congestion, positive comments about the village centre and the community spirit, positive comments about the local park, issues with the 'hole in the wall' and speeding traffic near the recreation ground. For full details of all methods of engagement, the process undertaken and a breakdown of online survey results see the *Snapdragon Consulting - Public Consultation Report*.



OVERVIEW

COMMUNITY STAKEHOLDER CHARRETTES

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

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

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

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

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

BIMBY

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

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

The output is an emerging vision of potentially acceptable development which is created with community stakeholders and the public that should serve as a reference to designers and which 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>Senior 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>Senior 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 11 January 2022 as a virtual event. Attended by 24 team members (The Prince's Foundation, Thurrock Borough Council staff, and consultants), seven community stakeholders, and two 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 27 onwards) has been summarised and distilled in the following S.W.O.T. analysis.

STRENGTHS

- Medieval town still recognisable on High Rd
- Church of St Peter and Paul – Grade I listed (like many central churches in Thurrock)
- Cholleys Farmhouse, Barr
- Old Market Hall - Woolmarket
- Arden Hall
- Appreciation of heritage - people adding details to listings
- Horndon first designated conservation area in Thurrock 1969
- Clear vernacular character
- Strong sense of place
- Night-time activities
- Active local community – sense of ownership
- Allotments, sports grounds, play park
- Basildon and Grays are nearby
- Easy to get around, human scale
- Buildings close together – sense of enclosure
- Well maintained public realm
- Nice semi-rural setting
- Buildings, and parking, tucked behind
- Narrow paths off of high street
- High density for a village
- Characterful, historic architecture
- Unspoilt (unlike many others) – less mineral extraction nearby

- On hill (relative to otherwise very flat landscape) – so good views of and from
- Orsett ward higher household incomes than other parts of Thurrock
- High demand for the few available council properties in Orsett ward – shows desirable place to live
- Positive survey responses:
 - All respondents talk to neighbours and want to stay in area
 - Most surveyed take part in local clubs and activities
 - Most find affordable to buy or rent home

WEAKNESSES

- Few important ecological areas nearby
- Significant house price increases over past 5 years
- No primary school capacity (Rural Primary Planning Area – Bulphan, Horndon, Orsett)
 - Limited on-site capacity to expand
- No secondary school (three in Corringham/Stanford) – only one with capacity
- Limited public transport, walking, and cycling
- Rat-running through village
- Most people surveyed never take bus and train

OPPORTUNITIES

- Build upon existing heritage – constructive conservation
- Community to identify what is of significance at local level
- Review of conservation list

- SEE Park - aims new habitat and recreation areas, flood management
- Improve/increase footpaths
- Could block off street as local only
- Thames Freeport – 20,000+ jobs
- Predominance of large strategic sites in Call for Sites process
 - Smaller sites around existing village of Horndon
 - Very large site to east, north of A13

THREATS

- Development resulting in loss of historic views of settlement, on hill, surrounded by farms
- Some risk of surface water flooding
- Development increasing potential flooding
- Climate change – more extreme weather and potential flooding
- Workers commuting in if cannot buy locally
- To Green Belt, due to housing requirements

CHARRETTE OUTPUTS

BREAKOUT GROUP 1

GROUP MEMBERS:

- Kim Hitch, PF - Group lead
- Deirdre Connell, PF - Assistant lead
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Landscape
- Community Representatives:
 - Thurrock CVS/recent resident
 - NHS Estates Team

KEY DISCUSSION POINTS:

Existing

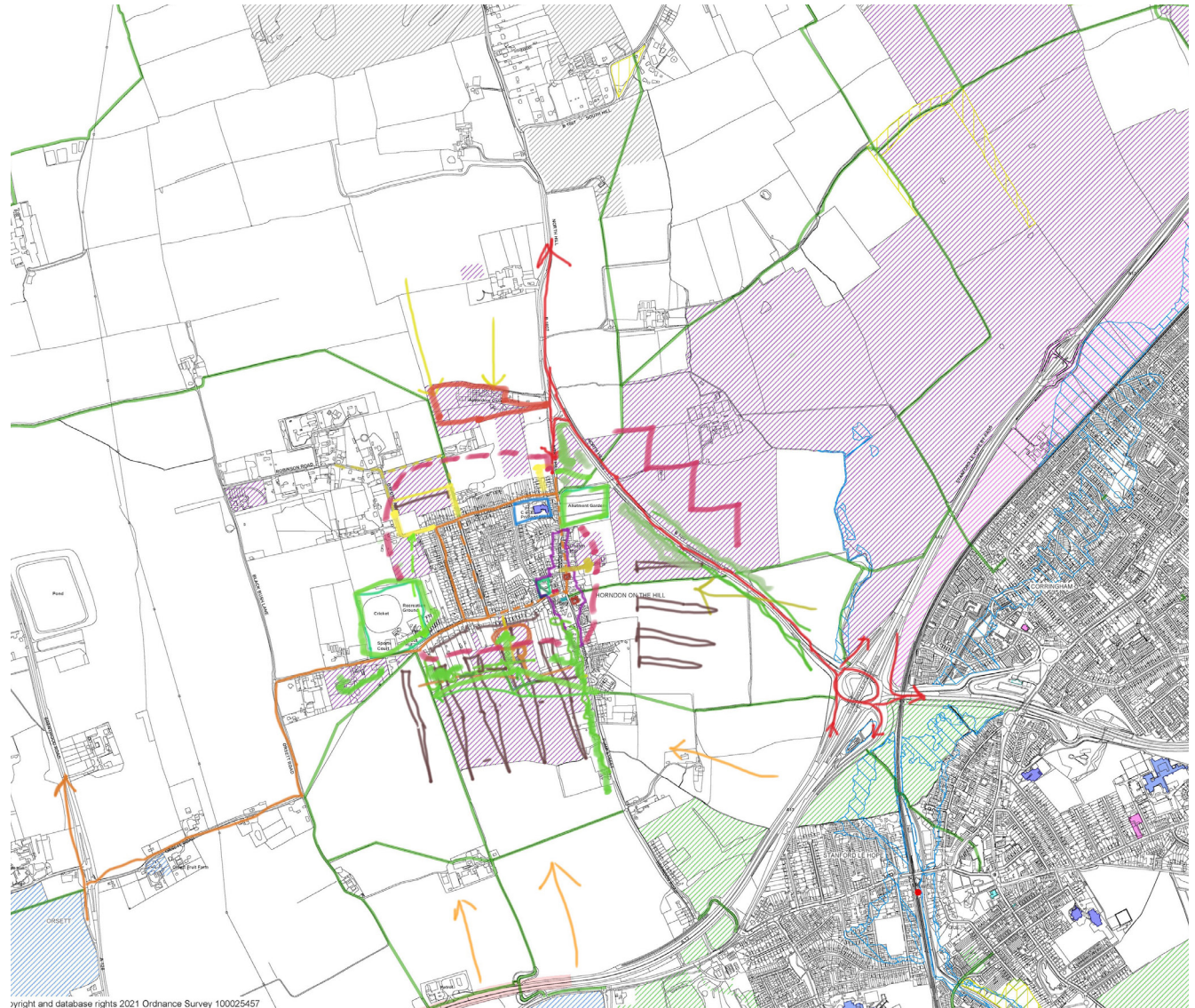
- Character and nature of Horndon – size, identity: fairly compact and well contained

School:

- Limited provision
- Council being told cannot build very small schools - need to be two FE

Healthcare:

- NHS aim to move healthcare into community
- Surgery at, or almost at, capacity. Believe site is constrained for extension.
- Surgeries are private practices, so have Council may have theoretical ideal, but need to work with them.
- Many patients at GP have been going for long time
- Like that it is small and personal
- If aim to increase capacity at same facility would require extending working days
- Parking not great – must park at Bell or on street
- Report easy to get appointment



- Village atmosphere – ‘say hello to everyone you meet’. People love living there.
- Corringham getting IMC – due in spring.

Commercial:

- Post office closed, then went into main shop.
- Shop and butcher are very expensive, so many will hop in car to go to a bigger supermarket (Tesco in Stanford or Morrison’s in Corringham).
- People who live locally content with what’s there.
- Shops used by those who can’t travel far, for special occasions, and as a one-off, but most people go elsewhere.
- Report today, people most want post office, then bus stop, newsagent.
- 5 min walking radius from centre – village in quadrant.
- Small local roads are actually heavily used.
- Conservation area is core.
- Footpath – through church, connect to Mill Lane to Orsett Rd shop.

Landscape:

- To south, gardens take up much of slope – steeper closer to village.
- Houses along south very visible. Strong views from south and south east
- View of houses, spire – iconic English village look.

Potential Growth

- What is/how much appropriate development to the south before impacting view?
 - Anything to south would be very visible as on slope – wall of homes. May ruin ‘village on a hill’ character.
 - Would it be integrated? New development in Aveley feels separate from existing
 - Limited opportunity to the south, improve footpaths
- Plot to north-west – also slope, but just close enough to centre to be walkable.
- North of cricket pitch – would have to be dead end. Perhaps suitable for elderly housing?
- Still desire to have community café?
 - Unsure - could be great, but pub delivers much of that offer – breakfast, art, etc.
- North sites – people prefer new housing to not be highly visible, but rather tucked away.
- Gaps in Call for Sites, makes it difficult.
- Site south of allotments could be good – flatter
 - Limited access, but could be limited development
 - Though could have had previous landfill use
- School - preference should go to locals due to transport etc.
- South west plot
- Too remote? Only a 10 min walk.
- Would be ribbon development.
- Could theoretically fill in to Blackbush Lane, but would be fully changing nature of the place (village to small town).

CHARRETTE OUTPUTS

BREAKOUT GROUP 2

GROUP MEMBERS:

- Andy Cameron, for PF - Group lead
- Thurrock Council Officer - Design
- Thurrock Council Officer - Public Health
- Thurrock Council Heritage Consultant
- Community Representatives:
 - South Essex Wildlife Hospital
- Landowner/agent:
 - site north-east of cricket pitch

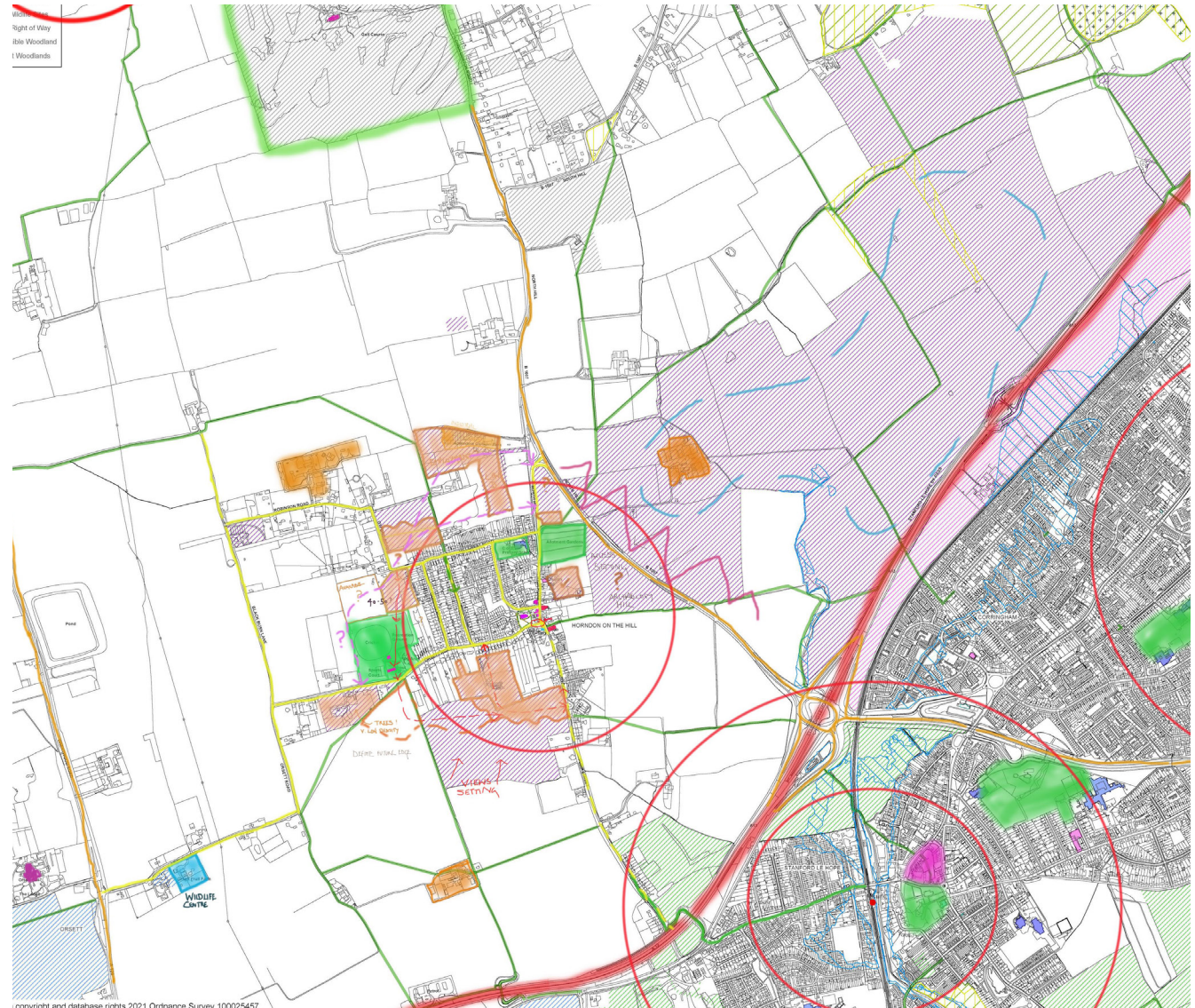
KEY DISCUSSION POINTS:

Existing

- The Woolmarket - landmark historic building at the centre of the village. (Available for hire.)
- Well-defined village centre, centred on the church and junction of High Street and Orsett Road.
- Some facilities in surrounding area, but very relevant to Horndon on the Hill – Stanford le Hope Train Station, Langdon Hills Golf Club, Orsett Hall and South Essex Wildlife Hospital.
- Farmstead type employment sites discreetly located in surrounding lowland countryside, though sometimes diminishing the setting of historic associated buildings.
- Footbridge to Stanford has recently been upgraded (replaced).

Potential Growth

- Opportunity for approximately 40 dwelling development off Hillcrest Avenue adjoining the park



– not the most central of sites, though could improve the park's accessibility and general relationship with the village to make it more of an integrated and social place. There are other adjoining potential sites, including back lands to the east of the park.

- Possible site is hugging high ground to the south of Orsett Road, near to the village centre. A serving link road between Orsett Road to South Hill could help relieve some traffic at the problematic junction of these streets, though some concern raised that this could lead to more traffic overall and most people would still use the High Street if they could.
- Any development rising up the hill, rather than atop of it, would need to be very sensitively done and still risk diminishing the quintessential character of the village.
- Undeveloped land lies immediately to the east of the centre, though this is somewhat constrained by topographical and archaeological issues. A smaller site on high ground might have some merit.
- Possible scope for expanding some of the surrounding homestead-type employment sites.
- Some people stressed the need to protect the character and setting of the village from excessive development.
- Vehicular access was a big challenge for anything other than small-scale development considering the existing centre was very constrained in terms of traffic and the practicalities of diverting traffic away from it to access key surrounding roads, e.g. B1007 and A128.

CHARRETTE OUTPUTS

BREAKOUT GROUP 3

GROUP MEMBERS:

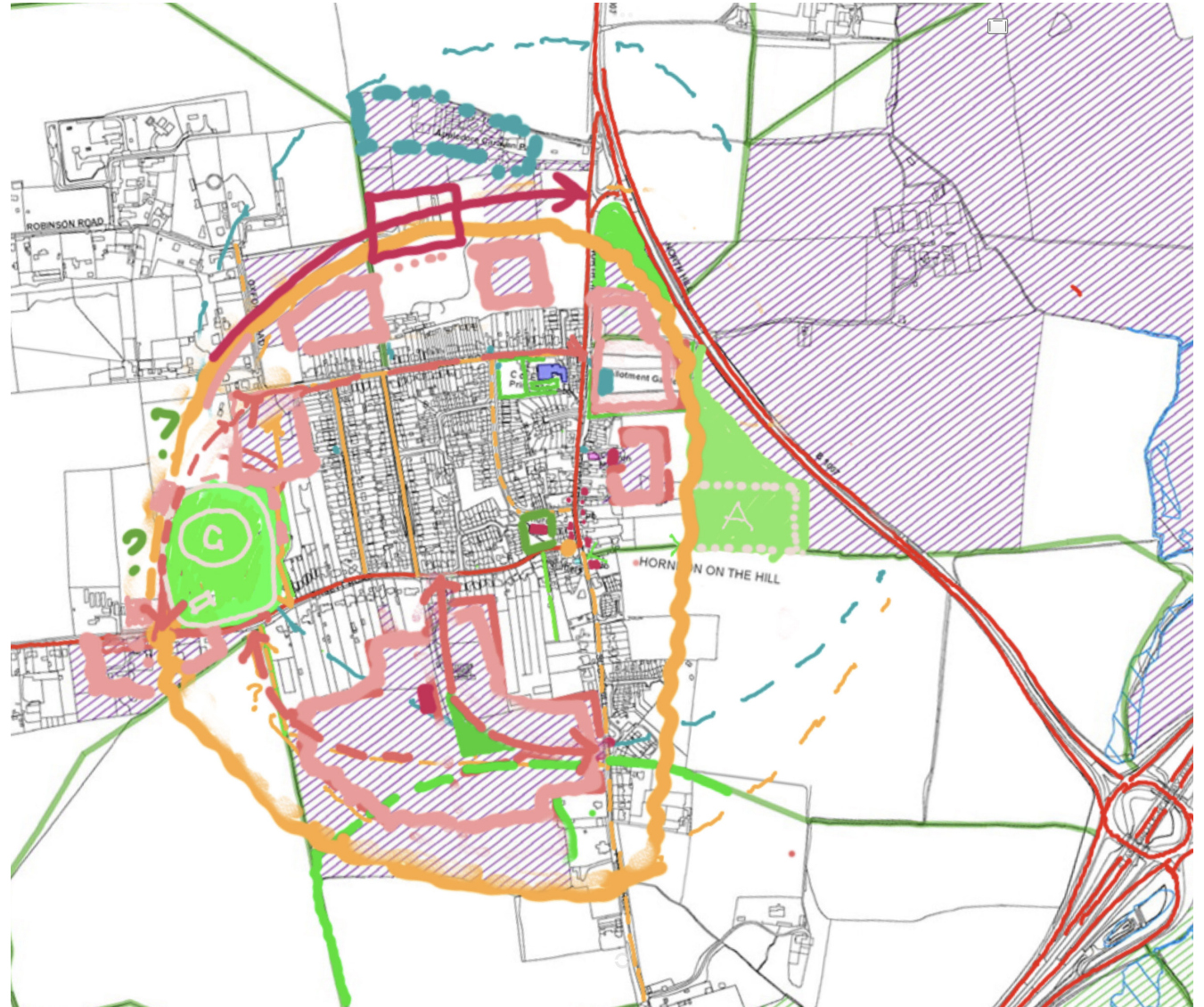
- Ben Bolgar, PF - Group lead
- Sarah Robinson, PF - Assistant lead
- Thurrock Council Officer - Design
- Thurrock Council Officer - Design
- Thurrock Council Officer - Design
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Transport
- Community Representatives:
 - Thurrock Coalition
 - Designing Out Crime - Essex Police
- Landowner/agent

KEY DISCUSSION POINTS:

Existing

Transport:

- A13 expansion works have caused major issues. Increase in accidents and rise in HGV's on the B107.
 - Concern over crime related to HGV parking
 - Not a lot of HGV parking in Thurrock generally
 - Widening also cuts through Stanford
- Very few north-south routes in the area
- Believe the recent traffic migration will be permanent
- Three lanes were put on as part of the DP World project - but it doesn't appear to be making a significant difference. Lorries from the port are now going other ways and will continue to use the routes of least resistance.



- North Hill and the Orsett Road are primary routes into the village, although they might be classed as level 2 routes by Planning.
- Have tried to increase the frequency of the number 11 bus – route goes all over
- Bridge over the A13 is well-used - nice and accessible.
- Can cycle all the way to Grays and almost to Lakeside, along the south side of the A1013 – cycle/footway.
- Can read the contours of Thurrock via the historic churches.
- Consider land swap with the allotments, and then build on the junction of North Hill and opposite the school.
 - Maybe the school could extend across (although concern with crossing road)
 - Good opportunity to extend High Road further north, make a deep high street with 'back roads' like further south.

Potential Growth

- Worth upgrading the junction where the footpath by the allotment meets the B1007?
- Develop to the south of Orsett Road and between there and South Hill.
- Natural desire line to cut through from South Hill to Victoria Road through a new development.
 - More pedestrian/cycle than vehicular.
 - Ease pressure off the hole in the wall junction if entrance to site off Pump St, which might also help with emergency service access.
 - Could make a village green. If surrounded by shops, then it would keep people in the area. Perhaps it wouldn't have a lot of footfall - but given the constraints of the historic high street, not a bad idea overall.
 - Do not currently have a village green, and could give focus to residential development.
- Make top corner site a green area (up to the North Hill junction)?
 - Potentially losing a lot of green space due to the lower Thames crossing
 - Create a strong green buffer to the curved end.
- Caravan park - old farms now industry/ sheds could be maintained as employment.
- Discussed connecting Oxford Road and Orsett Road and bring in the site to the south of Orsett road around the cricket pitch?
- Where is the natural edge of the village? Should be clearly defined boundaries to all sides.
- If going to grow by significantly, need to address the issue of the hole in the wall and provide alternatives.

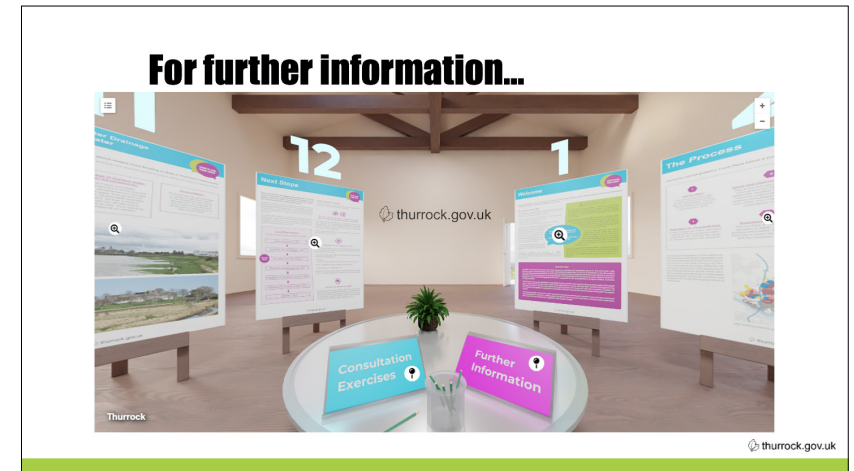
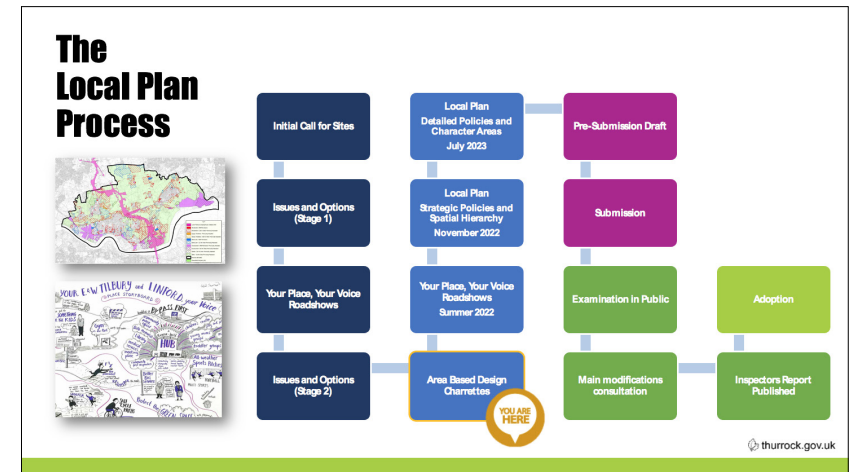
OVERVIEW OF PUBLIC DROP-IN PROCESS

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

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

The virtual drop-ins comprised:

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



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 11TH, 2022

(3 public attendees)

Top Priorities

Q: There are public rights of way through fields too - can these be protected if there is growth?

A – PF: Yes. Rights of way are usually highly protected. Question would be if the character would change like from rural to urban.

C - Resident:

- Traffic unbelievable from 6am, much trying to get through hole in the wall
- Know that it is good for businesses (butcher reports 20% reduction in business when closed off)
- Think one way system would help
- Speed bumps could also help
- Want to see traffic slowed, reduced, made safer
- Another problem is the mess left in the car park at Horndon Park
- Appreciate need for housing – think there is no affordable housing (contrary to survey)
- Would love to see socially inclusive housing that allows people to stay close to home

- Hordon has lovely historic buildings
- Would like to see brownfield sites used and creative solutions like fitting in single residents

C - Resident:

- Junction at bottom of hill is dangerous - many accidents
- Speeding is particularly bad on Hillcrest Rd
- Would like to see village speed limit changed to 20mph (Horndon is currently 30mph)
- With speed cameras this would be a significant deterrent
- Parking around school is appalling
- Think 70% of students come from outside the village
- If build up, presumably would take more local students which would help

A – PF: Travel plans for school are now quite common. They promote active traveling and car sharing.

C – Resident: Would caution expecting older people to get up South Hill in 5min [as suggested]. Afraid school travel plans are not enforced.

Charrette Sketch Plans

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

C - Resident: Liked plan 3 even though more radical.

Village green offers enhancement. Route around could resolve traffic problems.

Q - Council Transport: Did any groups discuss moving the school, maybe next to rec ground?

A – PF: Yes, it was discussed but there was no consensus.

C – Council: Surprised the school is not oversubscribed at present as Bulphan and Orsett are full and Horndon (we hear) is considered good. Would need modelling to see if new/enlarged school is really needed here.

C – Council: Level of growth being shown in the sketches is quite low and therefore would not bring in much funding for infrastructure – e.g bypasses, schools.

C - Council Transport: Benefit of combining school with playing field would be that it enables facilities to be managed by school. Shared parking for school, recreation ground, park.

C – Resident: Agreed with great deal of what said. Likes idea of two-way street around town to relieve traffic. Support moving school, but not allotments. Many who use it are older – sloped site wouldn't work well for them.

Teams Chat

Council officer shared with resident a link to local list of historic buildings, in case wants to get involved in local listing efforts.

EVENING DROP-IN SESSIONS CONTINUED

Snapdragon Communications shared the phone number and email address for anyone wanting to get in touch with further comments or questions.

[18:39] Q

Where are people rat-running from/to?

[19:02] *Council Transport*

The rat-running is currently with regard to delay on the A13 east/west because of the A13 works. It also is critical when there are issues on the A13 such as accidents.

SESSION 2, 7:30PM JANUARY 11TH, 2022

(3 public attendees)

Top Priorities

C - *Community Forum Rep:*

- Everyone is sick of consultations and surveys - the village has consultation fatigue.
- Local Plan has been going on for such a long time and the public have already given answers.
- Reported that young people were happy to go to face to face meetings but didn't want to do Zoom or Teams.
- Hordon is a very small village with around 900 properties.
- Within the village there is hardly anywhere to consider housing - whether affordable or other - as

most of the spare land has already been built on. There is a large conservation area and some listed buildings.

- Safety of pedestrians, especially around the school, a concern. Used as a rat-run, even when the A13 is fully open and running well.
- Not much affordable housing in the village - which pushes the price of housing up.
- Socially, a small village - people look after each other.
- Have a good LAC system - local area coordinators.
- As soon as the A13 is closed it has a huge impact on the village and it doesn't take many cars to cause congestion.
- There are basically 20 wards in Thurrock - only 15 are active. You can't compare the wards with each other - so using Aveley as an example isn't that useful.

C - *Resident:*

- States is realistic enough to know they won't escape from more development and knows the number of houses that are expected in Thurrock as a whole.
- Concerned about changing the aesthetics of the village.
- Need to keep the village atmosphere and the sense that everyone still feels part of it.
- Believes some of the younger people can't afford to stay, especially for a first home, and there is not much in the way of smaller properties - even they are quite pricey.
- Generational - people want their family to stay - but they just can't afford it. There is a need for affordability and smaller units.

- Not very many detached properties - mostly 3 bed semi's. People have to leave as they can't find homes in the village and properties don't come up for sale very often.
- Concerned about schools. If they didn't have so many students coming to the school from out of the area, there would be more spaces.
- The surgery can't manage more patients, according to the previous GP. Either need to engage more GPs based in the current surgery (although there isn't much space) - perhaps in one of the newer developments. Thurrock is struggling to attract GPs.
- Transport is also a big problem. Chicken and egg situation - if there was a more frequent bus service - and buses going to different places - there would be better uptake on public transport.
- Bus service is poor - doesn't run very often and people have been stranded. It is problematic.

C - *Community Forum Rep:*

- Lots of local residents drive their children to school and then go home.
- Believe children would predominantly like to walk or cycle.
- Walking bus was quite popular before the pandemic.

C - *Resident:*

- Community cohesion of people walking together and children mixing with their friends should be encouraged.

Charrette Sketch Plans

C - Community Forum Rep:

- Developing by the recreation ground will meet with a lot of comments from the residents.
- Shutting off roads will impact businesses that rely on outside people coming in for trade.
- Anything near the recreation ground will be met with dismay - the villagers want to protect it.
- Even just having a footpath will begin a slippery slope.
- Need to be sure to avoid going off one resident's suggestion - need to take into account all voices.

C - Council: Explained that the three groups showed different ideas - although they do all show elements of development.

C - Community Forum Rep:

- The recreation ground - and creating a village green – hope it and the children's play area would stay in the same place.
- Important to tell attendees that the sketches are just ideas, as they have been trying to protect the village from growing.
- If start building down South Hill towards the A13 and other routes in there, it takes the village very close to Stanford and then there will hardly be any separation.
- They don't want to see Green Belt land lost to the north.

- Can appreciate that landowners will consider selling their fields.
- Unfortunately some residents don't like Thurrock Council - they don't feel supported enough. There are rumours flying round today that the council is trying to turn Horndon into a town.

C - PF:

- Noted that the way poor growth happens is piecemeal - landowners will just promote their own parcel.
- If we can help to build consensus around a modicum of growth, then we can develop more considerably.
- If one can show where a sensible boundary might be, then there is more chance of protecting it so that it doesn't spill down the hill.
- We can illustrate that we have looked at all other areas and show that this will be a sensible area for growth. Need to get a code which gives it a better position.

C - Community Forum Rep:

- They feel hard done by in Horndon, especially with the development of Langdon golf club, it's getting close to being a mini village.
- Feel they have lost Green Belt land.
- They objected to a hospice - felt that it was in the wrong place.
- The residents have fought hard against developments - which have then been put through by planning, so they feel that they don't really have a voice, even

when they fill in surveys and come to consultations.

C - Council:

- Noted the village's scale and protecting it is paramount.
- Need to improve the viability.
- There is a risk that there won't be enough development to get more amenities and facilities.

Q - Council: Any sites that might have support in the community? If there was a moderately scaled scheme sensitively done, perhaps people in the village could comment on that idea.

C - Council Transport:

- The overturned planning decisions mentioned were committee decisions that went against officer recommendations.
- This is a real opportunity for residents to engage in the process.
- Closing roads is a nuclear option in his view - but if there are better access links in the settlement area that relieve pressure, that will help.
- Bypasses don't really work in the long term. Then you get planning bleed. Aveley bypass is an example where it hasn't worked. It is an HGV route - yet they are being asked to stop HGV movement on it. Existing facilities - they are somewhat under-provided in terms of future proofing. It comes down to existing facilities that aren't necessarily in the right locations. Could they be better for the existing residents? Transport is key to discussions

SATURDAY DROP-IN SESSIONS

SESSION 3-5

11:00, 12:30, & 14:00 JANUARY 15TH, 2022

(7, 11, and 10 public attendees; 28 total)

Top Priorities

Traffic

- Most frequently mentioned existing problems in Horndon concerned congestion, pollution (including, specifically, smells) and street safety. Route through the village is used as a rat-run at all hours and drivers largely ignore road restrictions. Victoria Road and, in particular, Hillcrest Road were mentioned. Locals do not feel safe walking to the school.
- Parking problems, particularly related to the school run - affecting junctions and spoiling grass verges. Street trees and timber barriers suggested.
- Ongoing A13 works have significantly increased rat-running and a concern is that this will continue even after the works are complete as people have got used to the route. Residents feel a diversion outside of the village should have been provided.
- Issue of lorries driving on local roads (e.g. Gordon Road) - a problem that appeared after the construction of the SLH bypass, though also related to growing local employment uses. Width restrictions was one suggestion.
- Many called for traffic calming measures, especially around the school. Potential ideas: ANPR and speed

cameras, speed bumps. But speed limit enforcement important. Clearer signage – “no parking”, “no stopping” – also suggested. Also a concern that building more homes in the village will create more traffic.

- Report that the local bus only runs every two hours and is not reliable. Limited destinations, and no bus service after 7pm or on weekends. Horndon doesn't have a decent bus station, and that the journey by bus from Aveley to Basildon hospital is very long. The importance of public transport to the elderly was highlighted in order to prevent social isolation.
- There's a need for multimodal transport links, since many residents rely on the train station in Stanford le Hope for their commute. Appeared to be a good level of desire from residents to use the bus service if it was significantly improved.
- Buses are not coordinated with train times.
- One resident concerned about climate impact of large coaches with few passengers and suggested it might be more effective and efficient to run more frequent minibuses.
- Concern around access points into the village also came up frequently in the discussion around traffic, with a suggestion of one-way contraflow as in North Stifford.
- The idea of a new (NW) lane between Orsett Road and Hillcrest Road to relieve traffic (part of idea 1), received a universally negative response, including from one respondent who stood to benefit (living on Victoria Road). It was felt this would encourage

more traffic, including on Hillcrest Road, and simply moves the problem instead of resolving. One resident was also concerned over the impact on the adjoining park with regard to safety and tranquillity. Discouraging rat-running (reducing traffic) through restrictions was seen as the best way to address the issue. People wanted to keep through-traffic out of the village. However, there appeared to be support for a new pedestrian / cycleway.

- Any suggestion of improved walking routes appeared well-supported. Ideas included walking circuits around the village (requires a safe footpath along Orsett Road between Blackbush and the farm), access to nearby attractions such as the South Essex Wildlife Centre by foot and bike, and new footpath to Orsett Road at the western end of the village. Links to existing footpaths are overgrown, inaccessible, or blocked, and residents are looking to the Council to speak to landowners.
- A cycle route from the park to the A128 is desired as well as from the park to Cholleys and Saffron Farm.
- Feedback that rat-running supports local businesses. Anecdotally, the butcher's business goes down 20% when the hole in the wall is closed.
- Would a one-way system alleviate congestion on the narrow roads?
- The junction at the bottom of North Hill needs sorting.
- People did recognise that satnavs caused some of the issues but felt the Council could do more to prevent this.

- Residents confirmed there was a route for HGVs to Saffron Gardens.

Village Feel

- Many moved to Horndon to escape large urban areas and value the rural village feel. Concerned about how this will be impacted by more homes. Want to keep Horndon as a village and avoid it becoming a town.
- One participant mentioned an increasing issue with home safety - can no longer keep front door or car door unlocked. Need for CCTV?
- The existing residents down the hill very much consider themselves part of the village. Concern new housing would be an excluded area.

Services

- Concern over the lack of adequate infrastructure to support new development was a common theme, e.g. healthcare and nursery.
- Some reported need for a new GP practice as current one overwhelmed, but others said local GP was valued because one always saw the same doctor and it was easy to get an appointment. Therefore seems that the GP can cope with current levels but no increase.
- One participant mentioned that they would like people to visit the village because of its history and heritage, so there is scope to improve tourist infrastructure.
- Heritage is not just the Woolmarket and church, but also lots of valued buildings.

- One resident mentioned that the industrial estate to the north was getting larger and this was seen as a negative and also as a source of traffic.

Environment

- Most want the parks to remain green open spaces, and mentioned they have become very important since the Covid pandemic.
- Some brought up the ecological character of the village and biodiversity, and the need to protect this.
- Flooding down the hill is an issue.
- One resident encouraged acoustic planting adjacent roads and reed beds for marshy land. PF added that the A13 works included planting.
- Residents worried that any reduction of green space will impact climate change.

Other

- Antisocial behaviour an issue after dark at the cricket grounds resulting in litter. Improve lighting?
- Residents still distrustful of the Council following development of Lower Dunton Road and 50-80 homes with hospice on Green Belt.
- There are no local jobs.
- The Swan (pub) does breakfast so a local café may no longer be a priority, but someplace with free Wifi would be useful.
- Everyone uses the butchers and the shop but the shop is relatively expensive and limited in choice. Residents go to Stanford to shop, mostly. Also use the shop in Orsett. Non-drivers have to shop in the village as there aren't any other accessible options.

Charrette Sketch Plans

- Some strong objection to the idea of residential development between Oxford Road and York Road from adjoining neighbours. Concerns related to loss of view and traffic generation.
- Idea 2 (growth to the south of the village) received a fairly muted or occasionally negative response in relation to development. Again concern over traffic. Positive support was received in relation to the associated new foot and cycle routes including in the direction of Stanford Station.
- New housing in Orsett is "good" because it is tucked away. Implication: new housing should not be visible.
- There was some objection to anything near the cricket ground as it would form the wrong precedent.
- Residents did not want Council to underestimate the issues the A13 and the Lower Thames Crossing will cause in the village.
- Several challenged the assertion that need more housing in Thurrock and one was concerned that the Council's current debt load would prevent the necessary infrastructure coming forward or that the Council would accept growth it didn't need just to bring in infrastructure funding.
- Disagreement amongst residents whether there is sufficient existing housing and whether it is affordable.

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:

- Relief lane around park omitted and replaced by pedestrian only lane.
- Note to reduce scale of suggested development north of Hillcrest Road.
- Extent of southern development reduced.



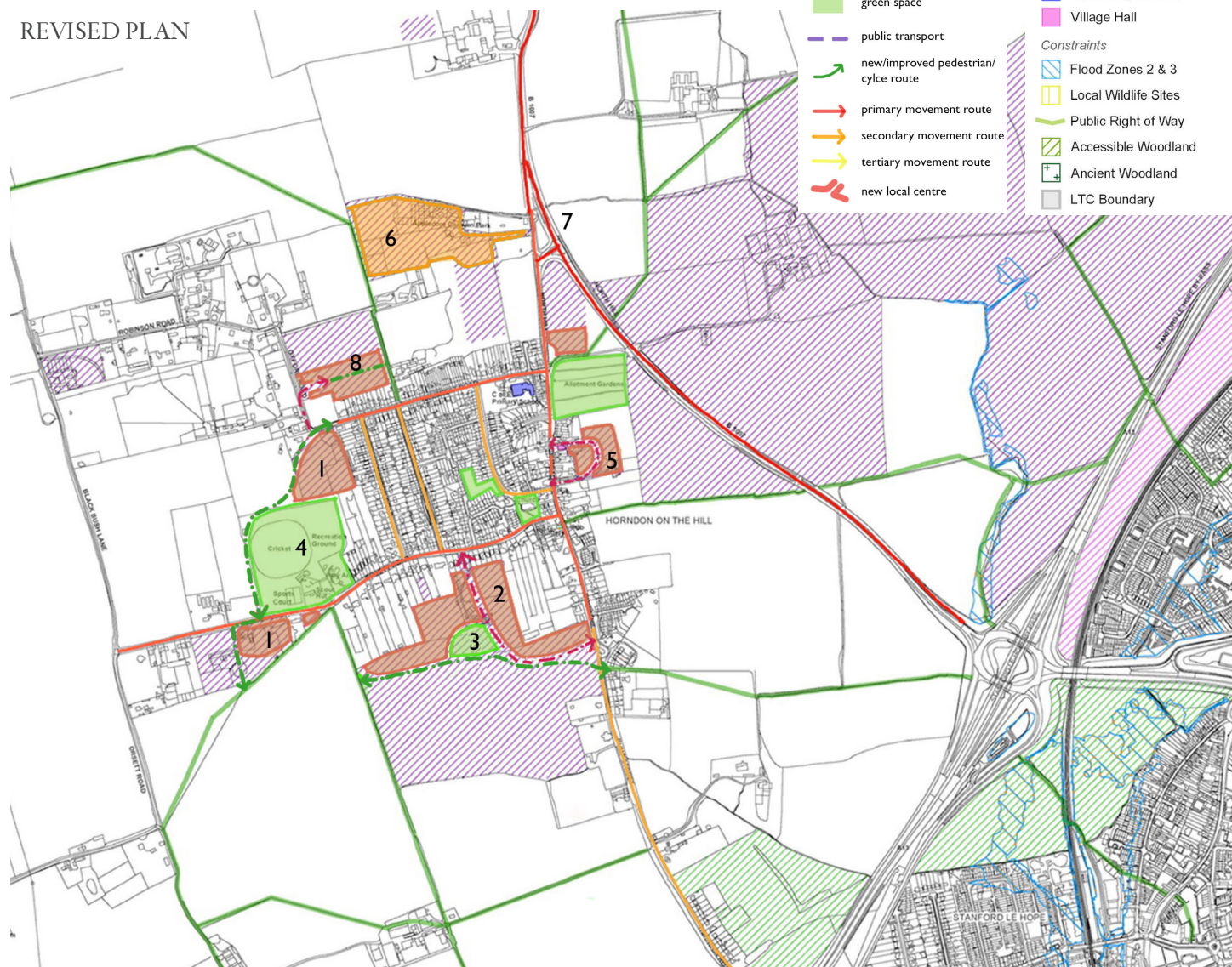
Note: Coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p44.

Consolidated Plan Notes

1. Discrete residential development in walking distance of village centre. Overlooking park to reduce anti-social behaviour there.
2. New link to allow easier pedestrian and cycle movement from the village down South Hill
3. New south facing village green with picturesque new homes around it framing south side of the village and not coming too far down the slope, and allowing views out
4. New homes on the edge of Horndon Park to give better overlooking/ security and feel like a large green
5. New courtyard style development that could be elderly housing due to relatively tight access
6. Employment cluster at the edge of the village
7. Improvement junction/roundabout with better landscaping to edge of village to maintain rural feel
8. Some residential development, but limited to single village lane, low height.

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

REVISED PLAN



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

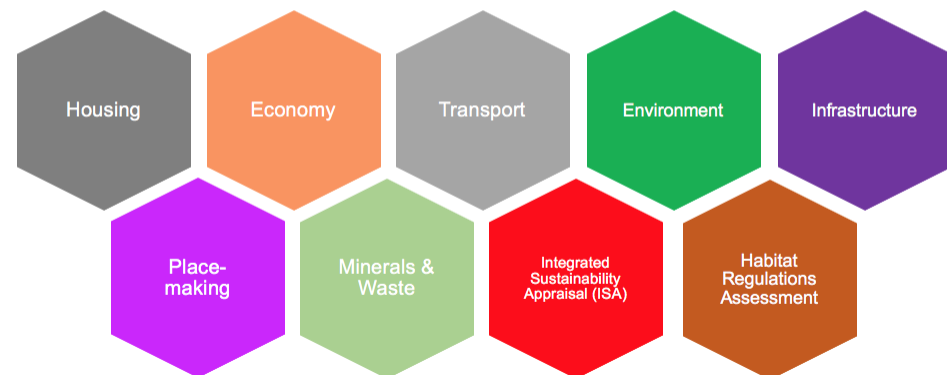
- Thurrock's current plan is from 2011 and so requires updating
- Will offer the long-term development strategy up to 2040
- Will cover:
 - Where new homes should be built, and how many, what type: affordable, size, special needs, etc.
 - Where new businesses, shops, leisure can go
 - Which areas need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



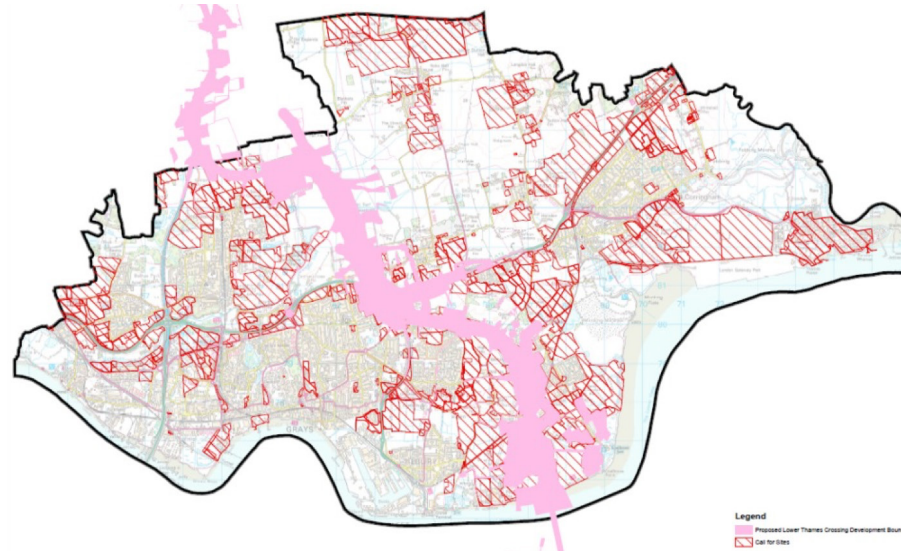
DEVELOPING THE EVIDENCE BASE



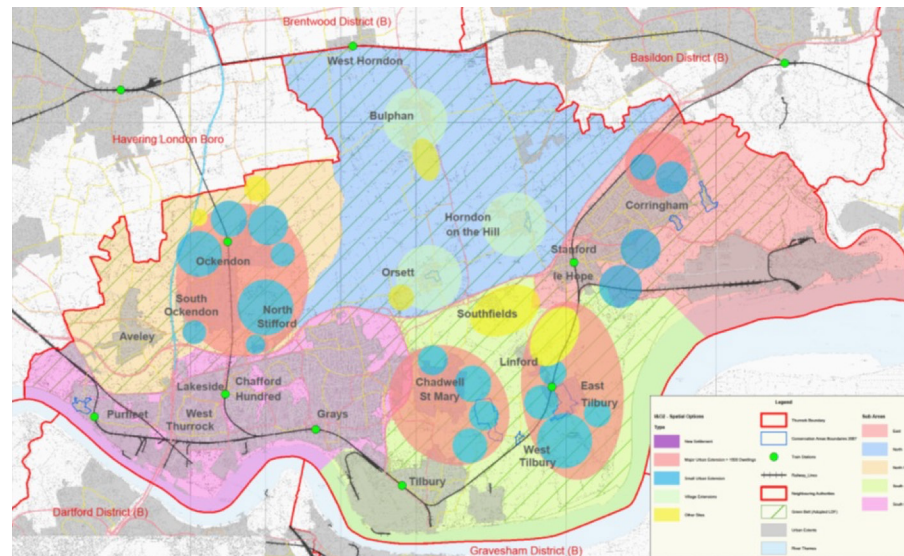
employment, leisure, etc.

- 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:

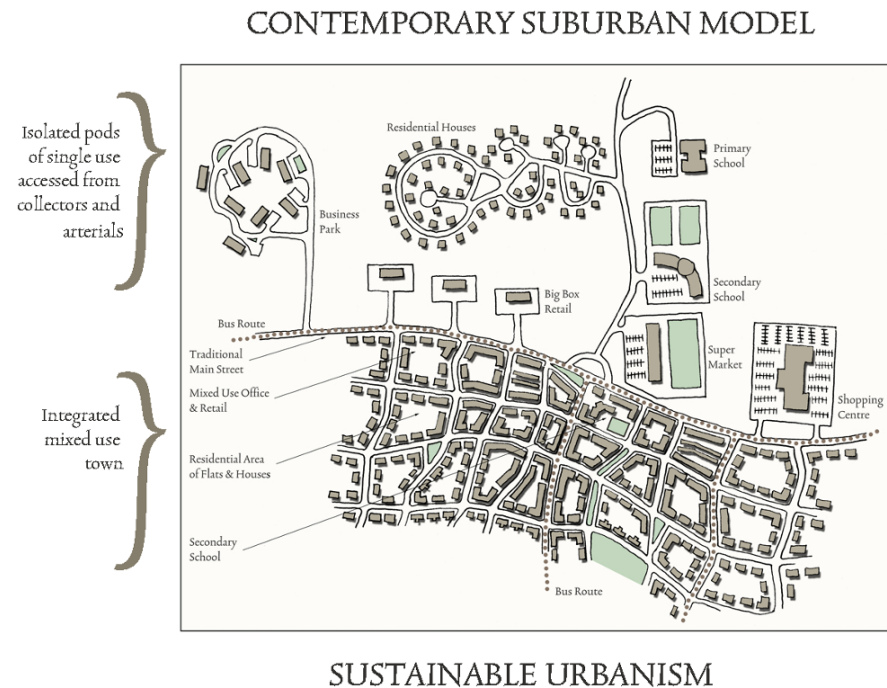
- Working with Thurrock Council to provide place analysis, visioning and spatial strategy work at a key early stage in the preparation of the Local Plan
- Three strands of work:
 - Council gathers evidence base;
 - Engagement with landowners and developers, who share technical information helping team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

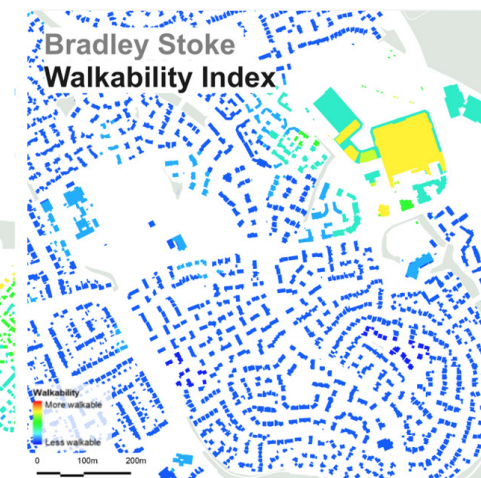
- Example II: Upton (working with Homes and Community Agency)
 - High energy rating homes, SUDs
 - Showed that design codes can be used to great effect, but if not policed, things revert to typical low-quality product.
 - Developers lobbied to water down the design code, which degraded the qualities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

- Constructive conservation is an important part of new development. Not about mothballing, or even restoration - moving forward in an informed way.
- To conserve and enhance what is important.
- Communities should identify what is important at local level.
- Nucleated settlement around the core of Horndon in 1777 - medieval town and high road with village strung alongside.
- Church Grade I listed - St Peter and St Paul. Less than 2.5% of all listed buildings are Grade I listed.
- Communities should be informing everyone of heritage that is on their doorstep.
- What is significant to local communities - any undesigned places or buildings that have heritage value?
- Horndon was the first conservation area designated in Thurrock in 1969. Most recent appraisal was done in 2007. All appraisals for Thurrock are now being reviewed. Opportunity to add to that for the local list.
- Vernacular character of the area - important to learn lessons to take into pattern books. Evolving in an informed manner.
- Unique settlement in the borough - on elevated ground. Historic farmsteads and manors around - views to and from those are important to maintaining their importance.
- Although Horndon is well-documented, there are still opportunities to enhance the historic

Right: Grade II listed Old Market Hall (aka Woolmarket)
Below: 1777 plan of Hordon on the Hill



THE SETTLEMENT TODAY - THE BUILT ENVIRONMENT

PRESENTED BY NADA ELFIETURI, SENIOR DESIGN OFFICER, THURROCK BOROUGH COUNCIL

- Landmark Wool Market building.
- Great views to the surrounding countryside.
- Village has not changed much over time - except some new residential neighbourhoods off the historic core.
- Construction of A13 has had a big impact.
- Clues to life of the village - active local community.
- Sense of ownership to their spaces.
- Allotments, sports grounds, play parks.
- Sense of human scale.
- Easy to get around on foot.
- Buildings are close together and you get a sense of enclosure - human scale space.
- Public realm is well taken care of.
- You can feel the countryside from the village.
- Lots of footpaths which connect to the surrounding countryside - although some are incomplete.
- Less car dominated.
- Many buildings are two storeys - density is quite high for a village.
- Many buildings have retained their original features.



White timber board used in a contemporary way echoes the original village character.



Front gardens are low boundaries or level changes with plenty of planting.



Black timber board buildings found in the village centre, and clay tiled roofs with white render are subtle.



Decorative multi-colour Victorian brickwork and more minimalist brickwork.



White Render - upgrade the thermal performance of the walls of postwar housing and character?



There are several narrow paths and roads to get to the church and beyond which a secondary layer to the High Road. It gives a depth to the experience of the High Rd for pedestrians.



The narrow road
Footpath from the Wool market



Parking tucked behind housing, also a common feature in nearby Orsett.

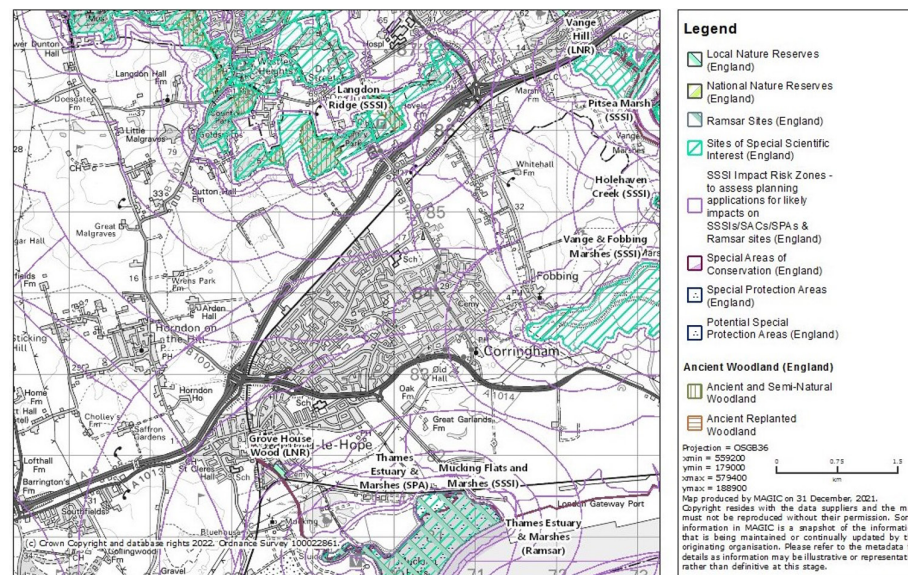
THE SETTLEMENT TODAY - NATURAL ENVIRONMENT

PRESENTED BY STEVE PLUMB, STEVE PLUMB ASSOCIATES LTD

- Unlike many areas in Thurrock, has not been affected by mineral extraction.
- Set within a rural farmed landscape.
- 36m above sea level (the hill) - so not significant - but in a flat landscape it does create a significant feature and views in and out.
- Good rural views to the north-east to Langdon Hills.
- The view to the A13 to the south and London Gateway are visual detractors however.
- Very few areas of high ecological value with official designations.
- All the woods and grassland to the north have been included into a large SSSI - the Langdon Ridge SSSI.
- Horndon is in the Thames area of influence - increased residents would cause disturbance to wintering birds. Large developments may need to pay a tariff to offset this.
- SEE Park. More than just a park. Providing opportunities for new habitat / flood management etc. Promoted by all 6 local authorities in south Essex. Includes recreation, active travel etc., and climate change mitigation. Five core areas - Horndon sits between the Mardyke valley and central marshlands.
- Larger areas of fenland and farming. Horndon has better walking routes than many parts - although the A13 is a major barrier. What routes are important and where are missing links?



Image showing Horndon's 'hilltop' position



Map showing principal ecological constraints

HOUSING NEED

PRESENTED BY RYAN FARMER, THURROCK BOROUGH COUNCIL

- Significantly higher average property price in Orsett Ward, where Hordon lies, than Thurrock average
- Higher proportion of people in higher income brackets in Orsett Ward versus Thurrock as a whole.
- Lower level of affordable and social housing in this part of the borough - about 109 properties in Orsett Ward.
- Huge demand for 1 and 2 bed properties. Have a lot of 3-bed properties in the borough, but not enough of the 1 or 2 beds.
- During one timeframe, had around 400 people applying for a 1-bed property. Often have 200 applicants for a 2-bed.
- People would quite like to move to this area, given the opportunity.

	April 2015	October 2020	Variation
Thurrock	226,172	310,823	+37.4%
Orsett Ward	345,657	471,003	+36.3%
Ockendon Ward	229,658	303,295	+32.1%
Stifford Clays Ward	257,840	353,541	+37.1%
Stanford-le-Hope West	219,348	318,401	+45.2%
The Homesteads Ward	250,374	337,399	+34.8%

Average property purchase price - Orsett and neighbouring wards

	0 Bed		1 Bed		2 Bed		3 Bed		4 Bed+	
	Properties advertised	Average number of bids	Properties advertised	Average number of bids	Properties advertised	Average number of bids	Properties advertised	Average number of bids	Properties advertised	Average number of bids
Thurrock	55	88.2	131	135.2	191	131.7	143	91.4	25	37.9
Orsett Ward	-	-	3	228.0	1	428.0	2	159.5	-	-

Council housing stock - demand and turnover

HEALTH & WELLBEING

PRESENTED BY KAREN BALTHASAR, PUBLIC HEALTH, THURROCK BOROUGH COUNCIL

- Health and wellbeing runs through everything we do and influences our daily lives.
- Places should enhance our health and wellbeing.
- Top community concerns:
 - Poor community transport links
 - Issues with traffic and congestion
 - High number of hospital admissions for stroke
 - High number of people living with long term health conditions.
 - Risks for loneliness, especially in older population.
 - Need to address differences in life expectancy.
 - Lack of healthy food stores.
- Focus on enhancing wellbeing by promoting developments which promote walking and access to nature.
- Currently only two GP practices in Orsett Ward, no pharmacies and only one dental practice.
- Thurrock is the fourth most “under-doctored” place in the UK.
- Corringham IMC due to open in the spring. Will provide some of the services currently offered within Orsett Hospital, as well as GP provision.
- Need to engage with NHS estates teams as they have most control over providing services.
- There are some great community assets which have a positive effect of health and wellbeing:
- Strong community feeling and a range of events, forums
- Access to green spaces and play areas
- Good access to local health services.
- Want to build on these assets. Want to make healthy choices the easiest choices for the public.



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

ECONOMY - CENTRES AND PORTS

PRESENTED BY ZOE MCADEN, THURROCK BOROUGH COUNCIL

- Places to work, shop and play – aiming for a careful mix of uses.
- Village has school, some shops, a community hall. Good resources but not enough to meeting daily needs.
- Are there job opportunities in the village? Can people work from home – have the space to do so?
- The High Road is much loved – historic buildings, several places to eat and drink, general store, art gallery. How does the high street serve as a meeting ground?
- Are there other spaces that should be enhanced?
- How has Horndon high street weathered the last two years (over pandemic)?
- Light industry on edges of the village, but do not seem to cause the noise, smell, and traffic problems seen elsewhere. Are there transport links for employees?



Horndon High Rd



Employment use in and around village

EDUCATION

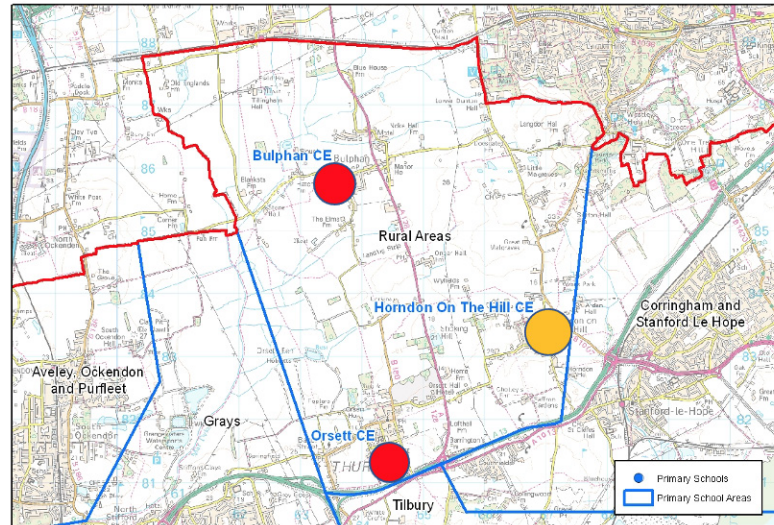
PRESENTED BY LIZZIE WILLIAMS, ARUP

PRIMARY

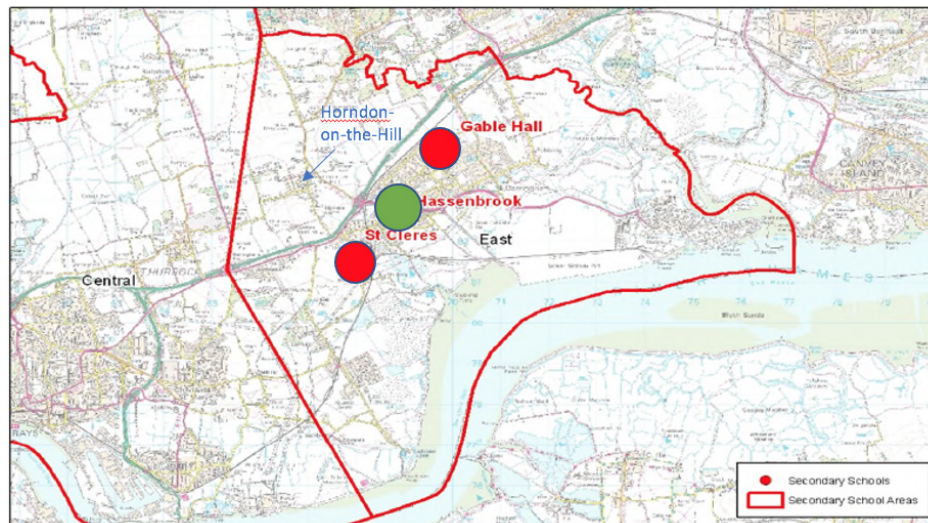
- Three primary schools in the Rural Primary Planning Area: Bulphan, Horndon and Orsett CE.
- No new free schools planned and no expansions currently planned.
- Limited capacity at Horndon CE, but no capacity over the planning area as a whole. 85 students for 72 available places in September 2021.
- Quite difficult for children to attend schools outside the local area due to lack of transport options in rural area.
- All three schools are ageing and have limited on-site capacity to expand.

SECONDARY

- Horndon is in the East Secondary School Planning Area, with three schools.
- No plans to open new schools in the Area; expansion at St. Clare's already provided 200 places, Hassenbrook added bulge classes.
- Hassenbrook has some space, but Gable Hall and St. Clare's are over capacity. Anticipated over-subscription by 2023 in the borough as pupils are allowed to move around.
- Two new free schools – Orsett Heath Academy and Thames Park Academy, currently on temporary sites but planning permission underway for their permanent sites, both to the south of the Central Planning Area.
- No grammar schools, no Catholic boys schools
- Further secondary schools will be required.



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

- Types of flooding: fluvial from rivers, pluvial from rain, tidal from sea, and groundwater
- Topography acts as a major factor.
- Currently the area is not impacted by flood risk from rivers, apart from impact of local ditches.
- Expect developers to design for climate change and a drainage strategy must be developed considering drainage – on site and effects on adjacent land.



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

LOCAL TRANSPORT

JULIAN HOWES, HIGHWAYS, THURROCK BOROUGH COUNCIL

- A number of transport issues in the village:
 - Rat-running from north/east to south/west, exacerbated by the current A13 works, and including HGV's, due to the area having easy access and providing an alternative east west route and vice versa to the strategic network.
 - Limited public transport, walking and cycling.
- If there is growth, then there needs to be significant changes to improve non-car links to Brentwood, Basildon, and Grays/Stanford le Hope.
- Could close part of the routes in the village and only open them for public transport and cycling/walking.



East-west rat-running is the top traffic issue in Hordon on the Hill



Option of closing the route to through traffic

TRANSPORT VISION

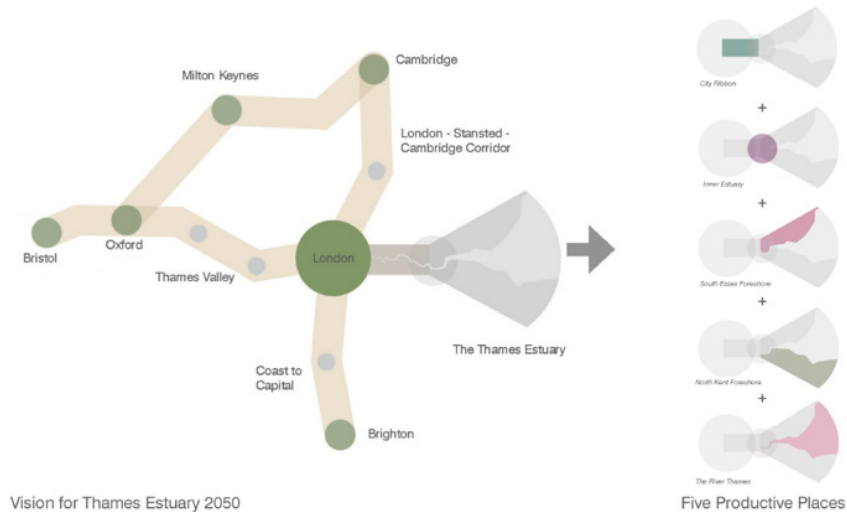
RICHARD LATCHAM, TRANSPORT CONSULTANT

- 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

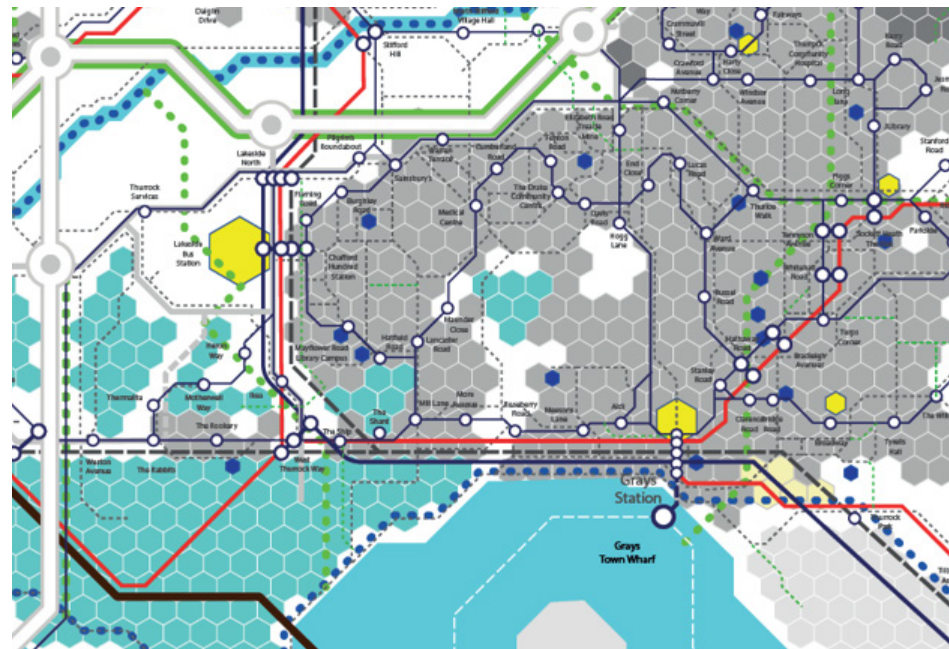


Thurrock) as is considered a national priority.

- 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

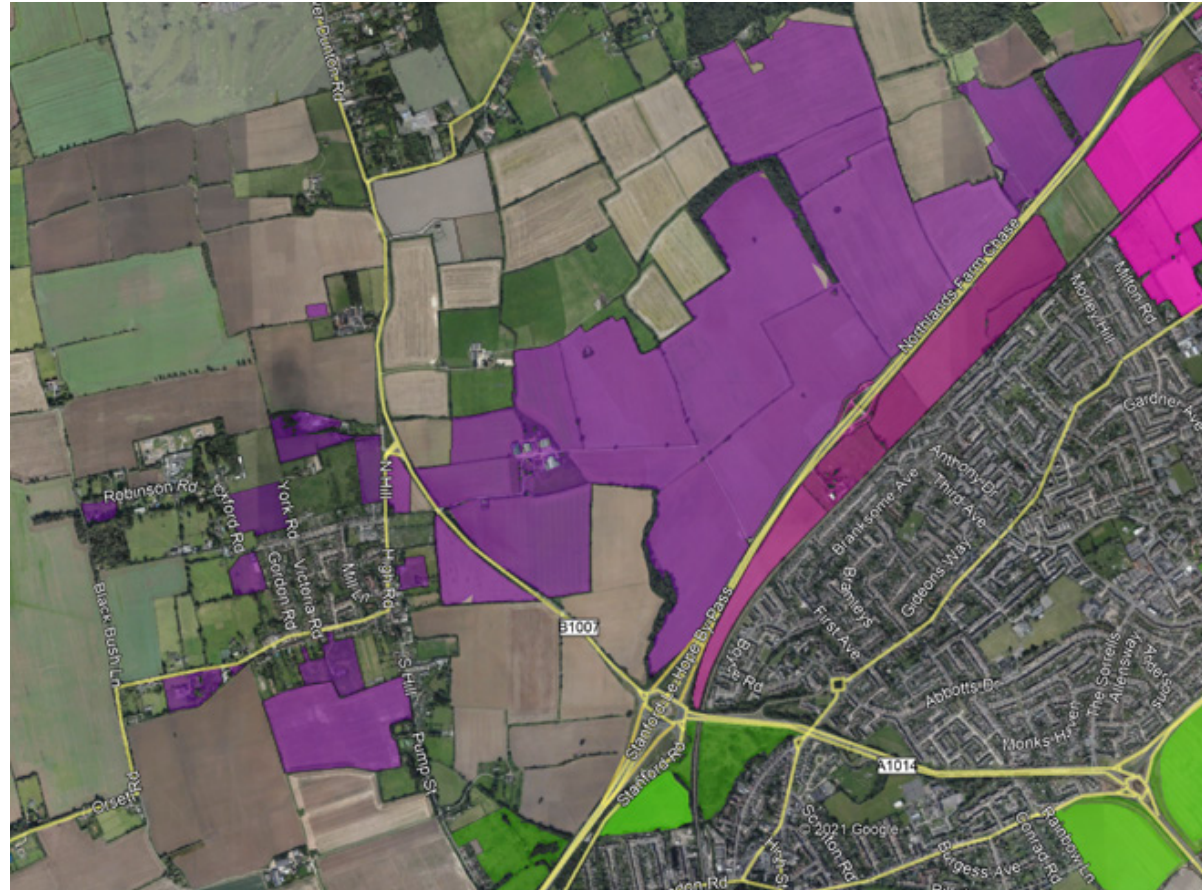


The nine strategic focus areas

CALL FOR SITES

LAURA PATTISON, THURROCK BOROUGH COUNCIL

- For borough-wide information, see p.32.
- Land put forward in the Council's Call for Sites process shown in purple around Horndon on the Hill
- Number of smaller sites around the village and a larger site to the south.
- Then to the east, a much larger tranche of land north of the A13. There isn't a worked up proposal for the site - it has been submitted speculatively, no assessments have been done on it yet.



COMMUNITY ENGAGEMENT

PRESENTED BY PAUL SALLIN, THURROCK BOROUGH COUNCIL

- Initial Your Place, Your Voice consultation undertaken in 2018. Identified priorities in Hordon:
 - More public transport
 - A stronger sense of tradition
 - Less pollution
 - Small scale retirement village
- Over past year, have hosted a survey with PF, to feed views into current work. Themes and highlights of feedback so far:

NATURE

- Would like to see Horndon Park and Langdon Park preserved.
- Concerned around climate change - reduce car use.

BUILDINGS AND TRANSPORT

- Very mixed views on public transport.
- 80% of respondents never take a bus or train.
- 93% say that the village has a strong sense of identity.
- 73% think that the area has enough affordable housing.

SOCIAL

- Strong sense of community - 100% of respondents regularly talk to their neighbours.
- 87% take part in local activities.
- Mixed but generally positive comments on education and healthcare.
- Would like larger events venue, a mobile library, youth club, and more sports facilities.



Illustration from 2018 consultation feedback

FINANCIAL

- Positivity around local retail, pubs, businesses, and employment opportunities.

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 - Landowner/agent: Are the local Thurrock team accepting any additional sites?

A - Council: Yes they still are accepting sites, but as site assessment work is progressing, suggest submitting them ASAP.

Q - PF: Is the total housing need number around 20,000? [1,147 houses x 20 years = 22,940]

A - Council: In the earlier SCHMAR there was a figure of 32,000, which was 23 years. But the annual figure was 1,381 which did include an economic uplift. So it's hard to compare - depends on what length of time one is considering.

Q - PF: The primary school plays a big part in the village and it looks like it still has some capacity. How many more dwellings would it take to trigger a new school?

A - Infrastructure Consultant: It has only limited capacity. School planning works in 5-year periods, so after 2026 it will be full and therefore a new school will very likely be needed. 2FE (form entry) is a preferred school size, but in rural setting it might be possible to have a 1FE (30 pupils per class over 5 years) - so around 450 new homes = 1 new primary school if 0.3 child yield per household. There is parental choice but likely families will stay as local as possible.

A - Council: Noted that the school is currently 1FE and they admit 30 per year. Reference document says

700 homes for a new form entry. Thurrock tends to be younger, so probably more like 500 homes.

Q - PF Transport: Is the rat-running a huge dis-benefit (does it cause congestion or accidents) or does the movement of people support the local economy? If we are looking to controlling the routes - has there been any thoughts of how that would be done?

A - Council Transport: Tight passage at the centre of the village - known as the hole in the wall. Contractor of new development on the A13 has had to put signs up in Horndon to try to discourage people using that route. But the full route actually goes through Orsett and avoids parts of the A13 completely. The traffic is not necessarily using it to come into the village. The pub and shop are in narrow parts of the high street. Residents have had a lot of problems with the level of traffic - believe that the residents are looking for traffic measures. Now linking into problems on the M25 too - traffic is now avoiding junction 30 & 31 and coming off earlier and going through Thurrock.

Q - PF Transport: Could the narrowness of the hole in the wall be considered a natural traffic calmer? Is it a two-way street?

A - Council Transport: Yes, a two-way, but at points essentially one-way due to parking. The vehicles should be using the widened highway. The hole in the wall is only wide enough for 1 vehicle. There is a priority arrangement.

A - Council/local resident: Feels dangerous.

Q - Landowner/agent: Need to engage with the community - they don't have a parish council but do have a community forum and the comments are about traffic and congestion more than anything else, especially with ongoing roadworks.

C - PF: Considerable slope issues. Consider cost to build on, and impact on roads too.

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:

- A13 obvious edge.
- North Hill - some small industrial businesses.
- Large farm expanse - all the way along the hill - slopes up towards Basildon.
- Long fields and huge sky, especially towards the east. Langdon Hills Country Park, beyond rural fields.
- Out to the west - Orsett and Bulphan, productive edges (orchards) and pockets of woodland.
- Allotment, unusual in that it comes right to the road.
- South Hill - cycle bridge over the A13. Wooded fringe and then farmland.
- Most of the housing is to the west of High Road - semi-detached houses and some terraces. Roads that have been adapted - verges that have been taken over for parking.
- High Road – interesting back roads, layer behind
 - route to the church and graveyard
 - beer garden behind pub
 - paths, green patches
 - A much more intricate and tight grain built environment here.
- Old mill - Mill Lane.
- Paths through the green spaces which all link up – complex.



Village components: Residential West



VIRTUAL SITE TOUR CONTINUED

Q – *Community stakeholder*: Do any of the Call for Sites align with Basildon District? Where does Thurrock finish and Basildon start?

C – *PF*: [Showed borough boundary line.] Noted that we haven't done anything exploring the relationship to Basildon - how Langdon Hills is used, how the hospital is used, how often and why people go to Basildon. Would be good to get some feedback on that.

A – *Council Landscape*: The relationship to Basildon is dictated by the slope and the trees - so there is a strong visual and physical separation. One definitely goes out into the Green Belt before reaching Basildon. The railway line gives it a definite separation. Its only when you get to Horndon that there is a natural cross-over from Basildon to Thurrock.

Q – *PF*: How do people move around the area?

A – *Council*: Generally go down to A13 to get to the hospital. Some shopping north in Basildon, so likely to use the A128 for that. Routes that run through One Tree Hill seem more used by local residents.

C – *Council Transport*: Back route into Basildon - lower Denton Road and the 127 - these routes are being used more to get around Thurrock rather than sticking on the main roads. People are now drifting and using alternatives.

Q – *PF*: Which railway would residents use?

A – *Council/resident*: You would likely go to Stanford le Hope train station and only to Upminster if you need a



Village components: Green core

 thurrock.gov.uk

different line, or travel into Grays to make connections.

C – *Community Stakeholder*: The 'hole in the wall' has only recently become an issue. Also, her children would use Stanford station and West Horndon station, as sometimes easier, more frequent.

Q – *PF*: Would residents go to Orsett Hospital or Basildon?

A – *Community Stakeholder (NHS Estates)*: Orsett Hospital is due to close by 2025 - dependent on the IMCs. So this is a good opportunity to consider the service provision. How much growth will there be? What will the nature of the population be? New services - frailty clinics - one stop shops, etc. to better suit the population. Moving into the integrated care system - as it will now be Health and Social Care from sometime next year. Need to think more holistically



about how they provide those services. The local GP is at capacity. The GP at Orsett is well over capacity. There is a need to increase, rather than existing people slotting into provision. General move to bring services out of hospitals, e.g. phlebotomy. There isn't a clear picture yet of precisely what will go where. Will take this information back to her colleagues in acute and other care, as are looking at their future estates plan.

Q – *PF*: Is there a bus from Hordon to Orsett?

A – *Council*: There is a bus that runs Purfleet to Basildon, which goes through to Orsett Hospital. Only runs 6 times a day and takes 2 hours across, and only Mon-Fri.



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