



ORSETT

THURROCK
STAKEHOLDER
CHARRETTES &
PUBLIC DROP-INS

DEC. 2021 - MARCH 2022



THE
PRINCE'S
FOUNDATION



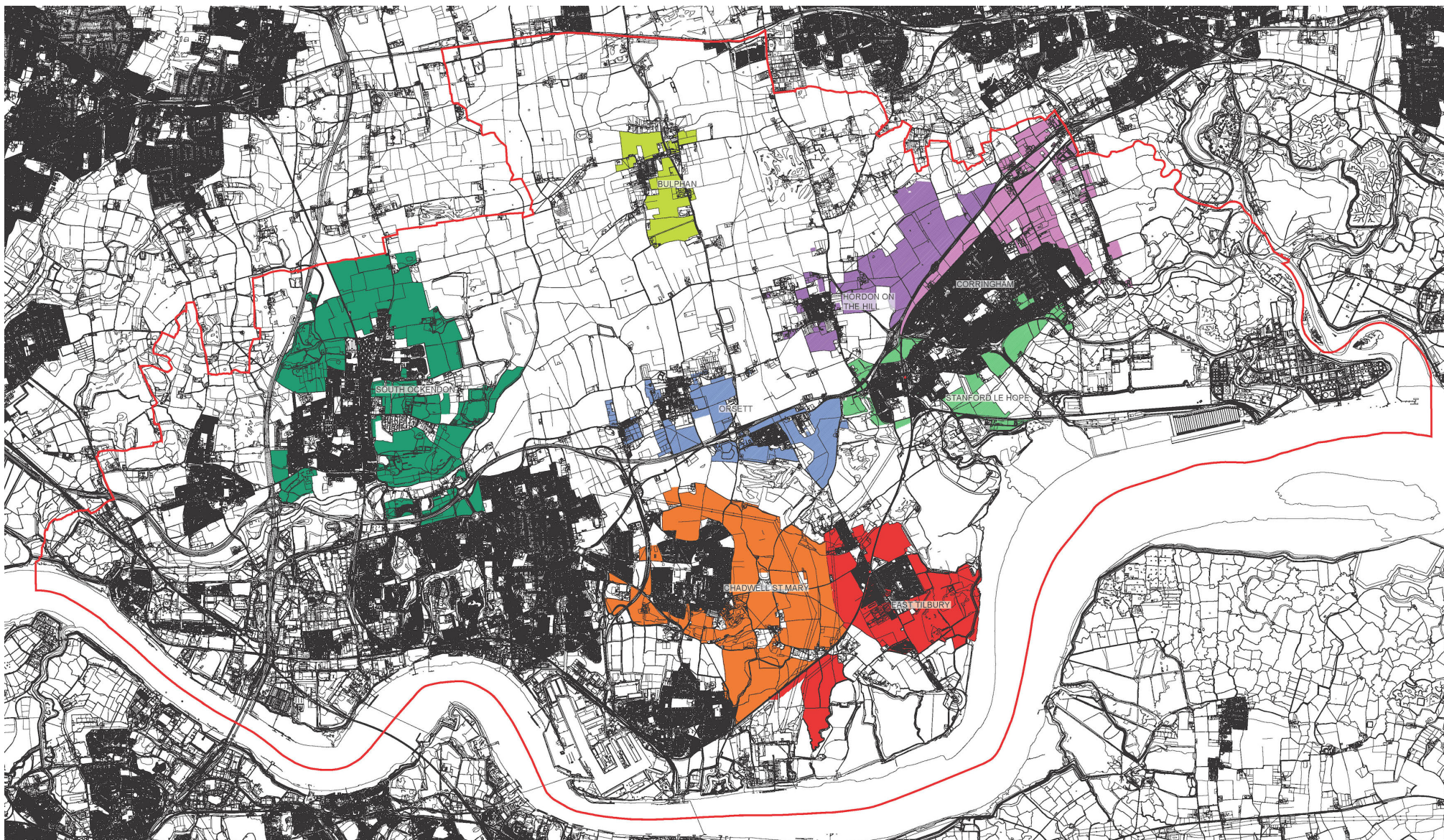
The Prince's Foundation. Registered in Scotland. Charity number SC038770
Registered Office: Dumfries House near Cumnock, East Ayrshire, KA18 2NJ
T +44(0)12 9042 9916 | F +44(0)12 9042 5464 | W princes-foundation.org

CONTENTS

INTRODUCTION	5
OVERVIEW	6
Landowner workshop summary	6
General public engagement	7
Community Stakeholder Charrettes	8
Charrette Agenda	9
CHARRETTE OUTPUTS	10
S.W.O.T Analysis	11
Breakout Group 1	12
Breakout Group 2	14
Breakout Group 3	16
Overview of public drop-in process	18
Saturday drop-in record	22
Consolidation Plan	24
CONCLUSION	27
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

* a concentrated and collaborative session of design and dialogue

OVERVIEW

LANDOWNER WORKSHOP SUMMARY

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

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

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

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

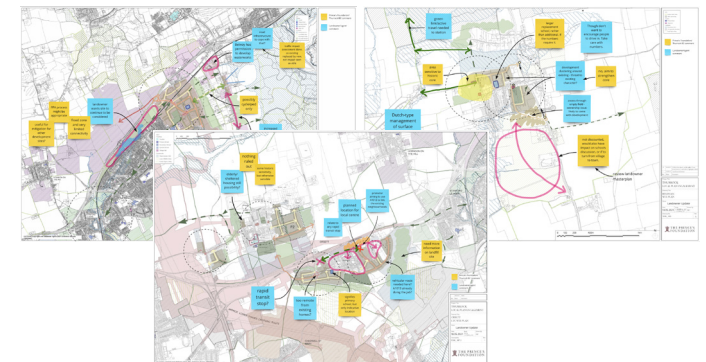
department leads and landowners, many of whom have detailed knowledge of their sites’ potential and constraints. The aim of having the landowners and council departments together in this forum was also to encourage a wider place-making conversation, rather than a focus on specific sites, and to encourage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

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

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

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

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

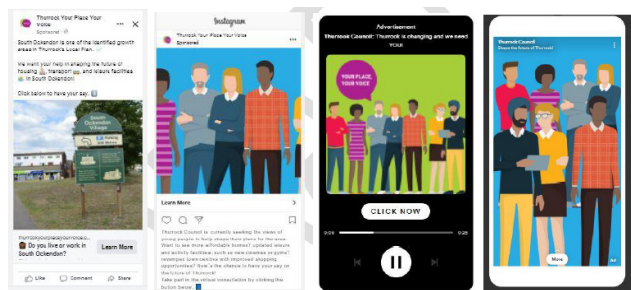


OVERVIEW

GENERAL PUBLIC ENGAGEMENT

COVID-19 IMPACT

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



Selection of social media adverts used throughout the process

ENGAGEMENT METHODS

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

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

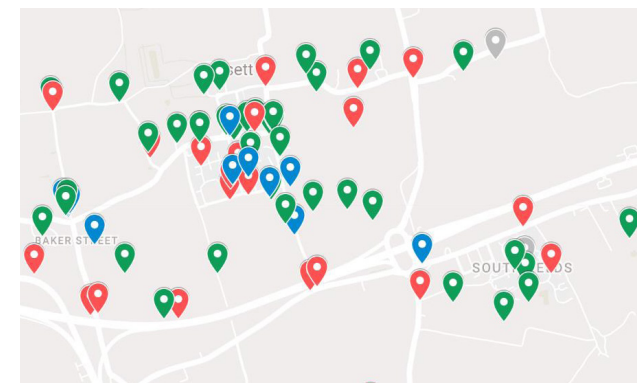
In addition to the materials produced to advertise the consultation, materials were also prepared to be displayed both in person and online providing further details. Area-specific information on topics such as flooding, education, health, and transport; Local Plan guides to explain the process; and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

SUMMARY OF RESPONSES

41 people completed the main BIMBY survey for Orsett. 90% of respondents said that they regularly talk to their neighbours. 21 people made negative comments about health provision.

95 pins were dropped on the mapping software with related comments which included: concerns about new developments affecting existing pathways; a dangerous junction at Welling Road / A128; concerns over the Lower Thames Crossing; concerns over further development and lack of supporting infrastructure; and positive comments about potential redevelopment of Whitfields Farmhouse and about the village feel of Orsett.

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: Orsett online survey results for Mapping Quality of Place

OVERVIEW

COMMUNITY STAKEHOLDER CHARRETTES

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

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

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

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

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

BIMBY

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

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

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

CHARRETTE DATES (2021-2022)

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

This charrette record contains the following:

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

Appendices including:

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

OVERVIEW

CHARRETTE AGENDA

9:30	Introduction and Welcome	Paul Sallin (<i>Place & Infrastructure Manager, TC</i>)
9:35	Thurrock Local Plan	Laura Pattison (<i>Principal Planning Policy Officer, TC</i>)
9:45	Enquiry by Design	Ben Bolgar (<i>Senior Director, The Prince's Foundation</i>)
10:00	Technical Briefings on Key Subject Areas:	
	Historic Development	Paulette McAllister (<i>heritage consultant</i>)
	The Settlement Today - Built Environment	Amy Linford, Alec Scragg and Nada Elfeituri (<i>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 31 January 2022 as a virtual event. Attended by 17 team members (the Prince's Foundation, Thurrock Borough Council staff, and consultants), 10 community stakeholders, and ten 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

- Well-known village in the region – for the agricultural show, historic references, etc.
- Significant number of listed buildings:
- Grade I listed Church of St. Giles and All Saints
- Scheduled ancient monuments – Bishop Bonner's Palace
 - Crop mark complex
 - Iron age enclosure
 - Thatched barn at Whitfields, Fen Lane C17
- Pride of place/strong community spirit
- Nice architectural details and typologies.
- Feels small and 'human scaled'.
- Access to good quality green space – park, bowling green.

WEAKNESSES

- Residents cannot meet their daily needs without driving.
- Concern over anti-social behaviour, litter
- Public transport
- Some of the new housing doesn't seem to tie in with the older village stock.

OPPORTUNITIES

- Create list of locally significant places.
- Boundary review of conservation area.
- Finding new uses for historic buildings to keep them maintained as assets rather than burdens.
- Extending/connecting public paths to create walking loops

THREATS

- Losing heritage assets if they are left unused.
- Old trees coming to the end of their life (1-200 year life) – need replacing.
- Lower Thames Crossing – construction disturbance, noise, pollution, restriction of walking/cycling/bridle path routes.
- Effect of development on rare acid grassland.

CHARRETTE OUTPUTS

BREAKOUT GROUP 1

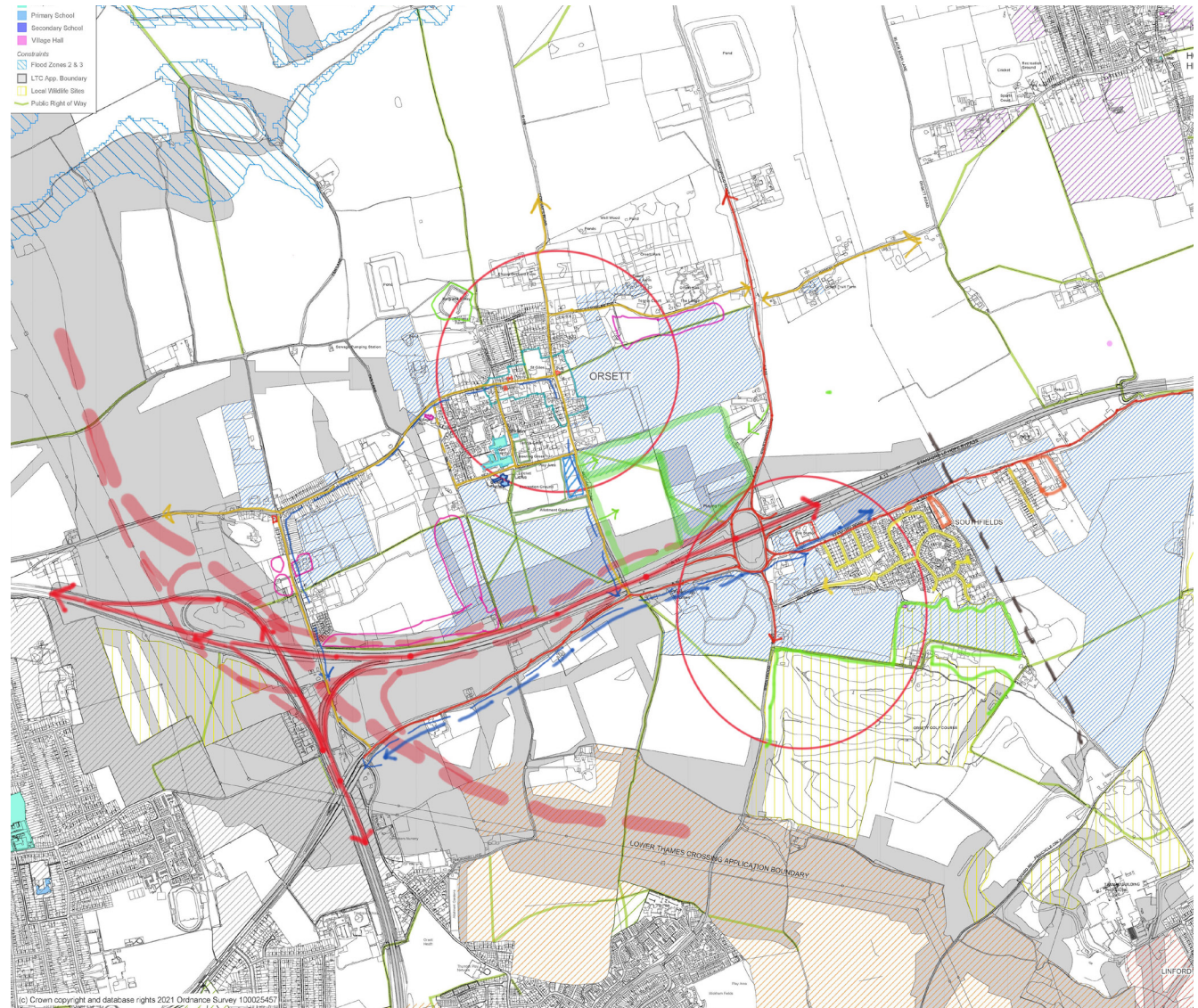
GROUP MEMBERS:

- Kim Hitch, PF - Group lead
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Design
- Community Representatives:
 - Thames Crossing Action Group
 - Thurrock Coalition
- Landowner/Agents:
 - Andrew Martin Planning for Generator (Orsett Quarry site)
 - Uniform Planning for Clearbrook Group (east Southfields site)

KEY DISCUSSION POINTS:

Existing

- Community rep. suggested latest LTC proposals might include slip road from Orsett Cock junction onto Brentwood Road (south).
- Various riding clubs in Baker Street area and around Orsett.
- Many people walk to bus services on London Rd, though not ideal in terms of route quality and especially if raining.
- Rat-running problems during A13 widening works and local concerns that this will continue once works are finished. Traffic calming in North Stifford haven't worked so village is considering options and the need to safeguard bus and service deliveries, etc.
- Strong sense of community at Southfields/Bonners



despite the lack of village centre

Potential Growth

- KenEx tramway proposal should be discussed alongside mass rapid transit.
- Everyone agreed that there was a need to improve connectivity between villages.
- Opinion that Orsett residents would prefer not to have a larger supermarket if given a choice as would spoil the village character.
- Growth at Southfields/Bonnars could help deliver a new village centre.
 - But local concerns over growth including vehicular through routes (traffic), pylons and building on publicly accessible fields.
- Local concerns over increased employment development requiring increased housing - becoming a vicious circle.
- *General point: Community rep. who was only local in the group was very resistant to growth at all and none was drawn as a result. Concern that there has been too much development already in recent years - solar farms, housing north of Horndon, traffic etc.*

CHARRETTE OUTPUTS

BREAKOUT GROUP 2

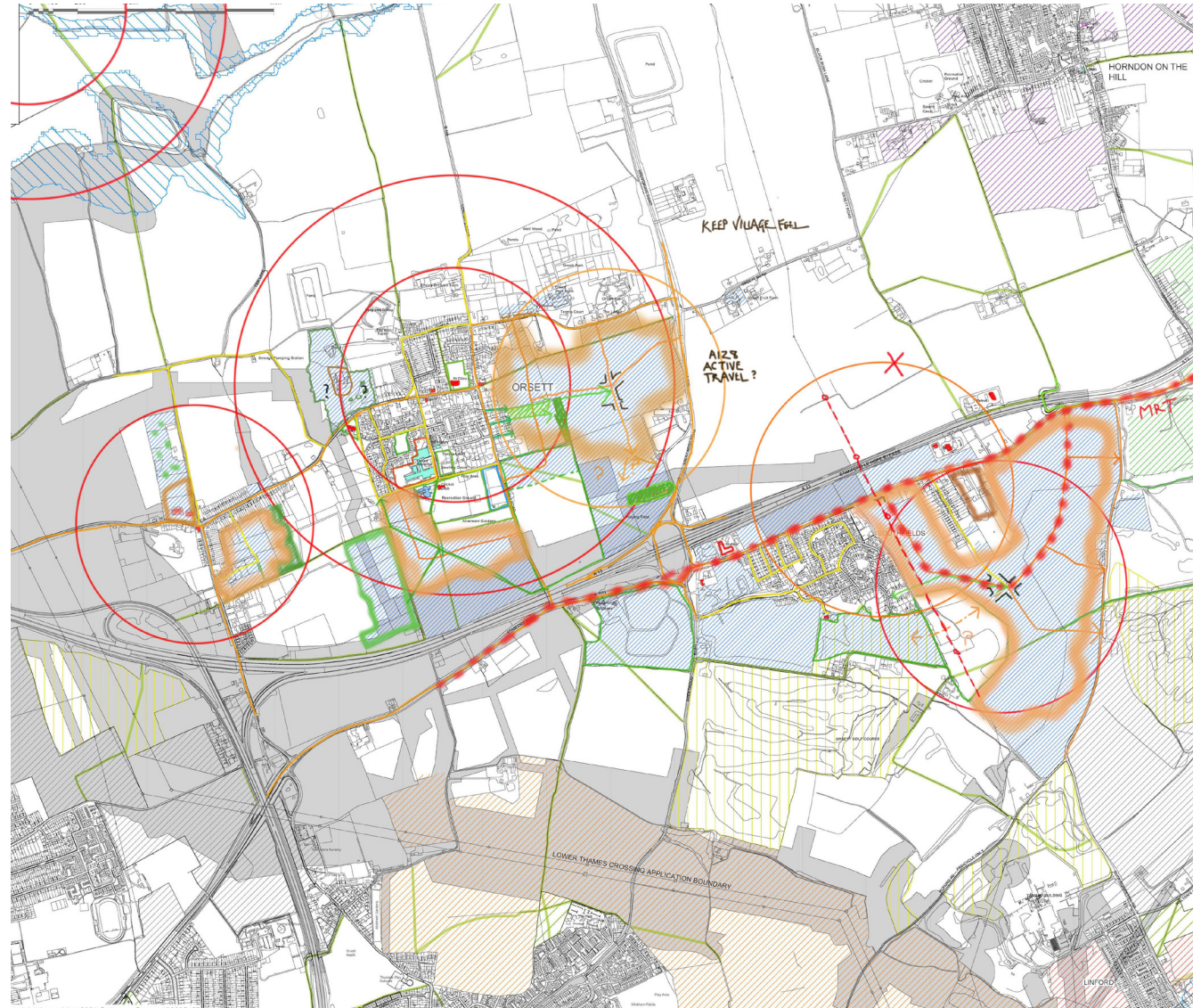
GROUP MEMBERS:

- Andrew Cameron, for PF - Group lead
- Thurrock Council Officer - Planning x 2
- Thurrock Council Officer - Design
- Community Representatives:
 - South Essex Wildlife Hospital/local resident
 - Designing Out Crime, Essex Police
- Landowner/Agents:
 - Scott Properties (site east of Rectory Rd)
 - Pegasus Group for Barratts (site at Baker St)
 - Barton Willmore for Taylor Wimpey

KEY DISCUSSION POINTS:

Existing

- Rep of land north of the fairground: Owner has always allowed it to be used as overflow car parking, could be retained in future development plans.
- Baker Street has a pub, Orsett has two.
- There is considered to be a decent amount of green space in the village and the agricultural setting is important.
- You can walk from Orsett to Southfields (20-30 min) but it isn't easy.
- Mill Lane is one way so you can only travel south.
- Possible LTC have been doing works at the top end of Fen Lane which has left it in a poor state.
- Orsett is essentially contained in a 5-min radius walking catchment.



Potential Growth

- Rep of land directly east of Rectory Rd talked about vehicular and non-vehicular accesses to the site; biggest constraint is abutting the Conservation Area, views between houses at pedestrian entrances.
- Idea proposed of a new local centre within the east site (stretching to A128) to create a new 5-min neighbourhood. Landowner rep. confirmed some infrastructure required - could be a shop, a school, a community hall.
 - Important mature trees on this land
 - Parcel of land north of site, along Prince Charles Ave. may no longer be available, creating difficulty in accessing the site.
 - Concerned about active travel paths at the A128 because of accidents; trees might be a good barrier.
- Recent LTC plans cut off Rectory Road entirely at points (may have already changed)
- If all Call for Sites land developed, would double the size of the village. At what point does it stop being a village and become a town?
 - If it becomes a town, that seems more reason to keep the hospital.
- Character: housing that is in keeping with the village likely to be more palatable than that which looks like every other estate.
- Rep. of land south-east Baker Street: Would be proposing roughly 180-220 homes, community orchards and 'bumping-in' spaces.
- Shop might require 1200-1500 homes unless there is a lot of movement through in which it could be less.
- Think about nature in terms of wildlife, rather than only human perception of it. Consider the impact of predation by pets, household poisons, etc., when planning development.
- Possibility of mass rapid transit along A1013.
- Sites bordering Stanford – want to create a buffer between settlements.
- Southfields: how to integrate existing light industrial with residential?

CHARRETTE OUTPUTS

BREAKOUT GROUP 3

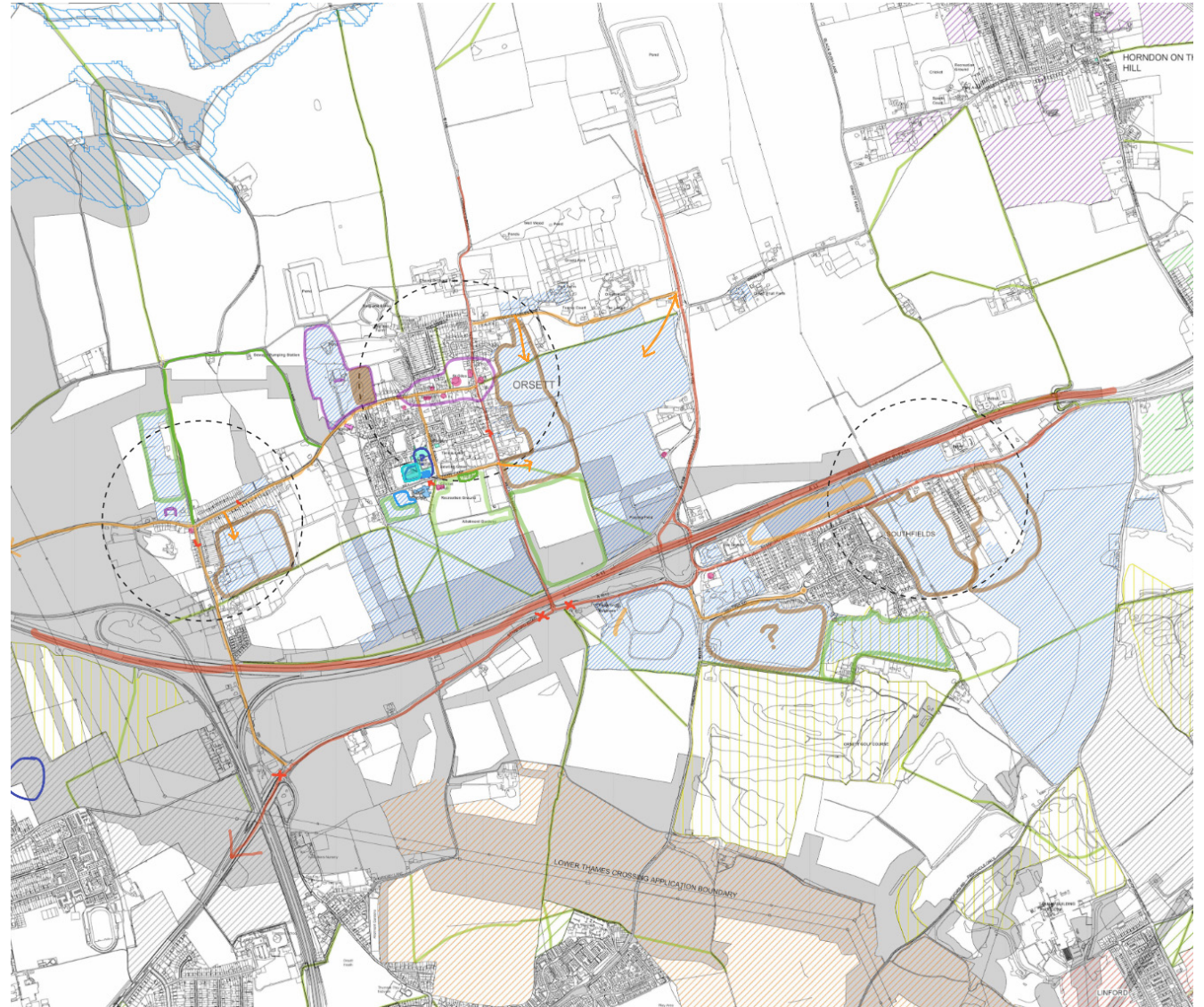
GROUP MEMBERS:

- Sarah Robinson, PF - Group lead
- Deirdre Connell, PF - Assistant lead
- Thurrock Council Officer - Public Health
- Thurrock Council Officer - Design
- Thurrock Council Officer - Landscape/resident
- Thurrock Council Officer - Transport
- Community Representatives:
 - Thurrock Coalition
 - Designing Out Crime, Essex Police
 - Cricket Club/Forum/resident
- Landowner/Agents:
 - Landowner/resident
 - Orsett House
 - School Lane development

KEY DISCUSSION POINTS:

Existing

- Fen Lane walking loop is really well used and worth making the most of.
- No plans to extend the programme of the IMC's at the minute – however potential for some facility at Ockendon.
- Baker Street doesn't have a catchment for schooling – it is undesignated.
- As Orsett Primary is only a one school intake locals also attend Stafford Clays. Harder for children to get to as further away.
- One of the biggest issues is movement west.



Potential Growth

- Want to restrict though traffic in Orsett.
- Hospital Site
 - Know the NHS plans to close the hospital but wonder if one of the medical centres could use the existing facilities/site - on a third of the current site
 - and compliment the GP across the road. Assume there will be housing built on the rest of the site.
 - Also, possibility of site being used for sheltered housing? Decant locally into residential housing.
 - Could part of the site be used for early care provision?
- Site west of school: Could also house early years provision. Rest of site return to publicly used green space (formerly used for cricket.) There would then be lots of good adjacencies between the uses in this location.
- Orsett House site: Landowners suggest possible sheltered housing or supported living, only on the eastern portion. Orsett House is Grade II* listed - need to carefully consider the curtilage and historic views to and from the house. Some sensitive and modest scale development though could be useful due to its proximity to the heart of the village.
- Question whether High Rd really constitutes a centre. Only shop, church, and two pubs. People currently have to drive somewhere to get their shopping.
- Needs many more amenities to be a walkable community - one small shop not enough to sustain a bigger village.
- Discussed how much development would be needed to sustain shops, jobs.
- East sites:
 - Could have pedestrian-only access to the village from additional development to limit traffic in the village.
 - General concern about developing further to the east - even if it looks sensible due to proximity to existing core. Concern about traffic access from / to Prince Charles Ave or Rectory Road. In terms of capacity and capability to accept that connection.
- Baker St sites:
 - Potentially some development on the land to the south east of the junction, as there is already a possible link through.
 - Less support for development on the land north of the barn – too much of a ‘finger extending into the green belt.’
- Landowner/resident argued better to have small pockets of development which are well-connected by cycle and foot - not ribbon development, but also not large swathes of housing. Cognisant however of the need across the borough to deliver the larger housing numbers. Wonder what the sustainable solution is.
- Southfields:
 - Overhead cables on the land between the two current housing areas could limit what can be done.
 - Geometry of that land could make it difficult too
- Site below the Whitmore Hall, north of the old sand mines: If acid grass does not preclude, could be useful.
- The land between the A13 and A1013 is likely not appropriate for housing due to noise and pollution but could be considered for employment use.
- Keep a buffer to the east to prevent coalescence with Stanford.

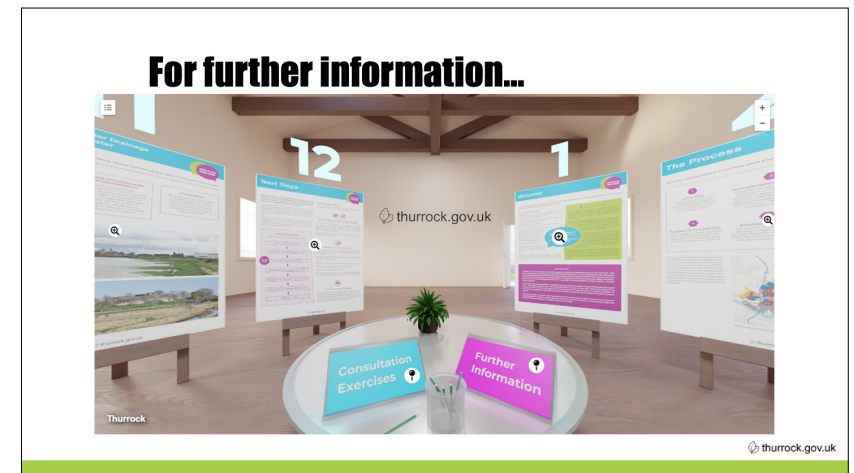
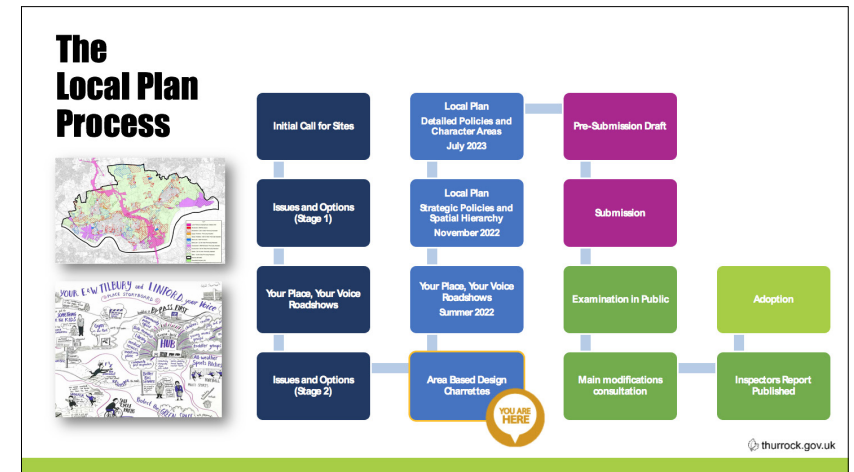
OVERVIEW OF PUBLIC DROP-IN PROCESS

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 31TH, 2022

(8 public attendees)

Top Priorities

C – *Bonner's Estate/Kenex Rep*: Quite low opportunities for public transport. Really needs to be improved. Lots of traffic with the A13 and Stanford Road. Buses get stuck in traffic. Some alternative forms of transport. Only 1 shop in the village – and from Bonners its 1.5 mile walk. Pathways have improved a little, but still bad. Tackling A13 widening project right now, which will enable lots of people to get into the villages easier and safer, once there is a new/ improved crossing. Would like to not have to get into cars for their needs. Could we post 1 single sheet of A4 on the details – as there is an aging community? Lot of people aren't connected online. Level of appreciation and understanding of this consultation is low generally.

A – *PF*: Interesting points, and they came through in the workshop this afternoon. Would residents accept more development in order to sustain more facilities?

A – *Council*: Keen to get out and meet people in person, hope to do that in the summer.

Q – *Resident*: Were the questions in the feedback set in the context of people considering future developments, as that will be different to people considering whether their current place is well provided for? Emphasis of this consultation seems to be on improved facilities, but is this just window dressing for large developments?

A – *PF*: Explained about the setting of the questions and the survey. Must not build without supporting communities. Cannot answer in terms of a large development, but if you are going to make sustainable and robust communities, you need to ensure all amenities are considered.

A – *Council*: Really keen to understand current and future needs. New development can help to subsidise new amenities. Council does have housing commitments to meet which they cannot get out of, but are keen to make development as good as possible, and for it to help the existing community.

Q – *Resident*: Would like to know how Council intends to protect the village status of Orsett, and how many houses are being proposed to be built in or outside of the village?

A – *PF*: Noted that at the moment we are not looking at numbers, but where it is appropriate to consider development.

A – *Council Planning*: Are looking at the scale of development that is appropriate and where in Thurrock is suitable for growth, and then look at sites and numbers. Need to consider growth in Orsett compared to growth in other areas and what is more appropriate, well

connected, sustainable.

Q – *Resident*: What is different about this process to the one in 2018?

A – *Council*: It is a continuation of the consultation to reconnect after doing a lot more technical work.

Q&A from the chat box:

[18:25] *Resident*

I think some indication of what kind of development would be needed in exchange for options i.e. people may feel the community would like something, but not at any cost!

Charrette Sketch Plans

C: *Director of Kenex Tram (interest declared)*: One of their routes would link up. Thinks that the opportunity of having some form of MRT would be critical in the development. Their modelling is based on a 10 min walk from the tram stop. Orsett village is a concern that they would like to get close to – but Southfields and Bonners would be much closer, so it would help with any development there.

A – *PF*: Noted that multi modal shift is really important to consider. How do people from Orsett access this in a comfortable way? Any MRT info that could be shared would be helpful.

Q – *Resident*: Loss of green space/over development

EVENING DROP-IN CONTINUED

a concern. Half of the hospital site in the main village has already been developed – lots of parking issues and quite crammed in. Spills out onto other issues on neighbouring streets. Need to look at pavement and cycle route improvements. There is a cycle route down the A1013 but it's busy and there's a lot of pollution. Need a reasonable amount of personal fitness to ride these distances. Cricket Club – project to upgrade the facilities to segregate washing facilities and a café. Could be a real benefit to the existing community. There are children that can't currently walk to the school. Expansion of the school to enable more people to walk would be good. Also consider doctors provision and secondary school transport.

A – *PF*: Yes, the school might have an opportunity to expand. But also lots of children traveling in from elsewhere. In terms of the long term sustainability of Orsett as a village – how do you balance the quantum of development to balance out more amenities?

A – *Council Transport*: Traffic and transport is key. Thurrock Council have aspirations to develop MRT. Are looking at north-south movements, as well as east-west. There could be some real enhancements with MRT and it feeds into walking and cycling networks that the council are looking to upgrade. Access to anything other than the local shop is problematic – so any development needs to include key infrastructure. Southfields has good opportunity to link to Tilbury and further. Any development between the A13 and old A13, even for employment, might not be good. LTC – will be a big player in terms of transport and huge impact. There's

lots of work trying to mitigate the harm of that. Should look at everything together - don't want to see piecemeal development.

Q - *Council Landscape*: What would it take to upgrade the cycle route and bridleway to Baker Street?

A – *Council Transport*: Difficulties at Baker Street. A cycle way would need to be provided in land that was outside the adopted highway. What would it take to unlock that problem?

Q – *Community stakeholder*: The catchment area for new secondary school could be for the new Orsett Heath Academy School (looking to be occupied by Sept 2023). Keen to see any cycle improvements. Long Lane could have a new bridge.

A - *Council Transport*: A1013 realignment could provide better crossing facilities as part of that redesign. With the new academy, catchment doesn't matter, and they can choose who they want.

SESSION 2, 7:30PM JANUARY 31TH, 2022
(9 public attendees)

Top Priorities

C – *Resident*: Orsett will be massively affected by the LTC so it's ridiculous to ask about top priorities. Looking at double delivery times due to labour shortages.

A – *PF*: LTC challenge is a national infrastructure project. This is a process of review, planning, engagement. Thurrock having to take account of LTC, not separate but in parallel.

A – *Council*: Is an iterative process - need to respond to each other's proposals. Local Authority has been objecting to LTC.

C – *Resident*: Thinks it is wrong to land grab and build housing when already have LTC planned nearby.

A – *Resident*: Local Plan extends beyond LTC construction.

A – *PF*: This exercise is looking across the whole of Thurrock and the relationships between all places.

Charrette Sketch Plans

C – *Resident*: Want to upgrade cricket pitch with area of community services - school expansion or early learning centre.

Q – *Resident*: Will there be compulsory purchase – lose more family and friends? Also, roads aren't built for construction vehicles.

A – *Resident*: Would all have to be worked out by construction management plans. Maybe affordable housing can be provided, so people don't get priced out.

Q – *Resident*: Are we ever going to be told how many households are being proposed?

A – *Council*: That will come with the draft plan later this year.

C – *Resident*: Thinks figures are already out there.

A – *Council*: Currently only have housing requirement for Thurrock as a whole. No decision on how precisely it's distributed. That is what we are exploring in this process. E.g. Looking at West Horndon which would mean there would be less required elsewhere.

A – *PF*: Also factoring in access, transport issues, and ecology.

Teams Chat

[19:56] *Resident*

Protecting green spaces must be a priority.

[19:58] *Resident*

Great, so construction fatigue means that they will wait until after LTC to build on what's left!

[20:01] *Resident*

(*In response to comment that team have been pleasantly surprised with the amount of younger people taking part in the survey.*) It's not the younger generation that we are worried about having the opportunity to give their views,

it's the older generation that have lived here for many years. They will feel the biggest impact of change.

[20:06] *Prince's Foundation*

Thanks for clarifying. I mentioned younger people as it is often the case that mostly older/retired people get involve with these consultations. But as the others said, we are certainly trying to reach everyone.

[20:22] *Resident*

Fen Lane is a nice, natural walk for villagers around Orsett. It's a lovely walk, please do not do anything with this

[20:25] *Resident*

The existing cricket club are saving to expand to make a new building, not just for the club itself, but to add facilities for the community and dementia day-care facility. Can you not assist with this?

[20:28] *Resident*

The large village green is well used, especially in the summer, for Orsett cricket club. The whole green is used by horses, children, families, dog walkers, football, the park. This cannot be used for any further development. To assist the slightly larger and modern building wanted by the cricket club would benefit the whole community and would also have a small coffee shop without building elsewhere in Orsett village.

CHARRETTE OUTPUTS

ORSETT SATURDAY DROP-IN SESSIONS

SESSION 3-5

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

(23 public attendees)

Top Priorities

Transport

- Concern over the volume, speed and types (notably HGVs) of vehicles rat-running through the village and especially since A13 works. Worry this would continue once the works have finished as motorists had learnt the route.
- Some referred to the negative impact (e.g. noise and vibration) of traffic upon listed buildings, particularly along High Road and Sifford Clays Road, at Baker Street, which are identified as LTC construction transport routes, and have listed buildings very close the road.
- Discussion over possibly reducing the number of access points into/out of the village, though others thought that this would need to be carefully considered as road closures affect people in different ways, might push traffic problems onto other residential streets and so as not to risk losing local bus services. Some referred to the temporary closure of Stifford Clays Road and that making this permanent would be a good idea.
- Discussion on lack of walking and cycling facilities on Stifford Clays Road for some of the route. When asked whether residents would prefer to keep all the

hedgerow and trees lining the route or sacrifice some to provide a foot and cycle path, they universally chose the latter (some being particularly keen on a path), with a suggestion of new replacement planting further back from the street.

- Limited public transport. E.g. resident mentioned no longer bus direct to Lakeside (although can walk 15 min to Stanford Rd stop).
- Weight restrictions aren't enforced by police, though upcoming legislative changes might enable the local authority to help enforce.
- Some people highlighted the need to promote sustainable transport, though one person thought people in Orsett will always need their car.
- It was mentioned that the back lanes between Orsett and Bulphan get very busy with rat-running; additionally makes cycling dangerous.
- One person asked why the A128 wasn't being improved. Transport officer explained that it is still within its designed capacity.
- One person asked about proposals for A1013 regarding traffic and speed.
- Many voiced concern over Lower Thames Crossing, including disturbance and environmental impact.

Growth Sites

- Some people suggested they simply didn't want any growth. However, many suggested growth was needed, with reasons given including to help freshen up the village (including with younger people), sustain better local amenities and meet local housing

need. One person's dream was to move back to Orsett with their family and thought increased availability would help.

- Those supporting growth thought much of what was being shown in the consolidated plan was about right with regard to scale (moderate) and in the right location, with a number of people stating specific support for the site to the east of the village including one resident who backed onto this land. The main site in the Baker Street area was also specifically supported by one person who suggested the inclusion of a few small shops and a small restaurant or café could really improve this part of the village (another resident supported this view). No specific sites received negative response from those who in principle supported development.
- Conversation tended to focus on Orsett and the Baker Street area, and it was less clear what people thought of proposals for Southfields. One person though was concerned about the potential loss of wildlife habitat and dog-walking at the eastern edge of Southfields (Sandown Road area).
- One person suggested that developing away from existing populations where there might be less local resistance, such as proposed on the airfield at Bulphan, wasn't the answer and we needed to focus on building more sustainable places.

Design and Character

- Everyone agreed that (to avoid destroying the village character) new development needed to be of a high design quality, moderately scaled and sensitively

respond to the village character context. Those who supported growth in principle would not if it wasn't of high quality.

- Another stated prerequisite for new development was that it wouldn't result in significantly more traffic.
- A number of people thought the former hospital site development wasn't of a good enough design – out of character, too packed in and with parking problems (including reportedly small garages and cars blocking main route). However, some thought it was okay.
- A request for more architectural variety was a common theme and rather than typically standardised estates. One person suggested the need for individual/unique builds to stop Orsett looking like any other village. Self-build development was specifically mentioned by a number of people as something which should be encouraged.

Other

- In recent years, Orsett has had a lot done to it and not a lot done for it or involving local people.
- One person asked us to think about affordable housing and availability for elderly people to downsize to free up larger homes. Some residents suggested flats on Ridgewell Avenue were supposed to be for older people, though are being rented to much younger people.
- One person was trying to imagine what his children and other children would want in their future vision

- given the plan period is up to 2040 - and thought they wouldn't just want an estate but better walking and cycling, and environmentally sustainable development.

- One person thought the village had been destroyed in many ways over the years.

CHARRETTE OUTPUTS

CONSOLIDATED PLAN

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

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

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

- Village green added at potential Baker St area growth
- Potential development south of School Lane omitted
- Tree lines south of Prince Charles Ave shown as preserved
- Adjustment at Rowley Rd/School Lane junction (1) to emphasise mix of uses



Note: Paler coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p48.

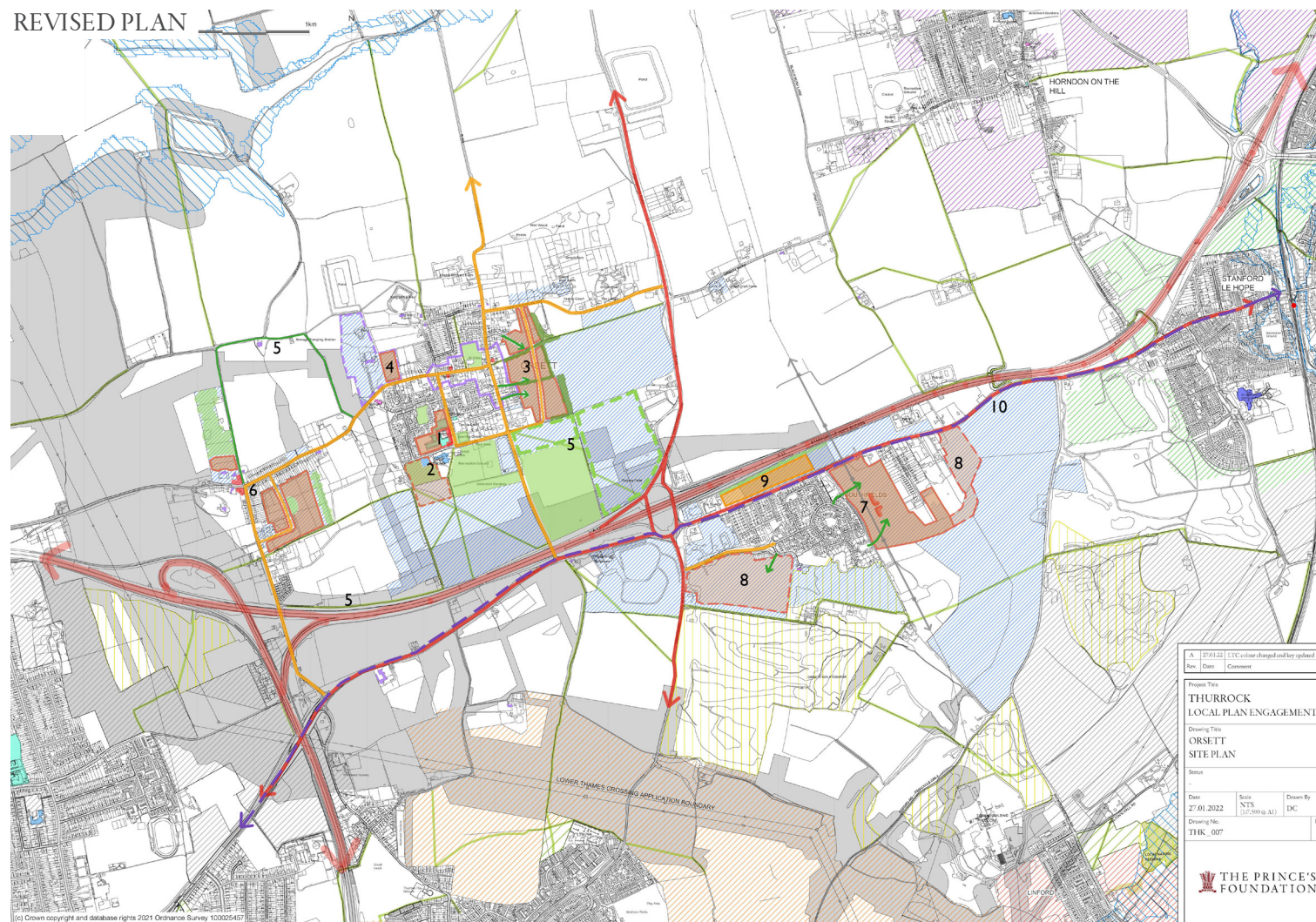
SKETCH PLAN KEY

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

KEY

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

REVISED PLAN



Note: Paler coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p48.

A	27/01/22	LTC colour changed and key updated	
Rev.	Date	Comment	
Project Title			
THURROCK			
LOCAL PLAN ENGAGEMENT			
Drawing Title			
ORSETT			
SITE PLAN			
Status			
-			
Date	Scale	Drawn By	
27/01/2022	NTS (1:10000 A1)	DC	
Drawing No.			
THK_007			
 THE PRINCE'S FOUNDATION			

CONSOLIDATED PLAN CONTINUED

Consolidated Plan Notes

1. Planned closure of hospital is seen as a detriment to the amenity and life of the village. Idea to keep one third of site for medical/community use and employment with remainder developed as housing - a compromise. Design at the Rowley Rd/School Lane junction to, along with the bowling green and school, create a lively public centre.
2. Early years education provision – perhaps as extension of existing primary, with rest of site returned to community green space use. Site could also be considered for development, on the grounds it enables the community uses at 1 & 2.
3. Amount of residential could be appropriate to the east of Rectory Rd, although capacity issues on that road and Prince Charles Ave. would restrict. Also, hesitant to grow so much that village character is lost. Would want to maximise pedestrian and cycle links to existing village amenities and retain village character is style and scale of architecture. Also, significant mature tree lines to be maintained.
4. Residential development (possibly sheltered housing) to be considered on east parcel of Orsett House land. Grade II* listed curtilage, however, so must consider impact on heritage and views.
5. Respect, and if possible, extend/enhance, existing open green space and walking routes.
6. Consider residential development to south east of Baker St junction, especially if could coincide with enhanced commercial/community at junction/ restoration of old barn. North west site seen as less appropriate extension into green belt.
7. Southfields' cul-de-sac layout and lack of mixed-use makes unsustainable but reports of good community spirit. Development to the east, if accompanied by shops and civic uses could enhance the area. Existing pylons however are a constraint and would have to be grounded.
8. Additional housing may be needed to support amenities – consider sites in close walking distance and in proximity to public transport. Mindful of acid grass – sensitive landscape.
9. Sites between the A1013 and A13 considered for employment use.
10. Encourage mass rapid transit system to reduce car reliance, especially to Stanford le Hope (including train station) and Grays.

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

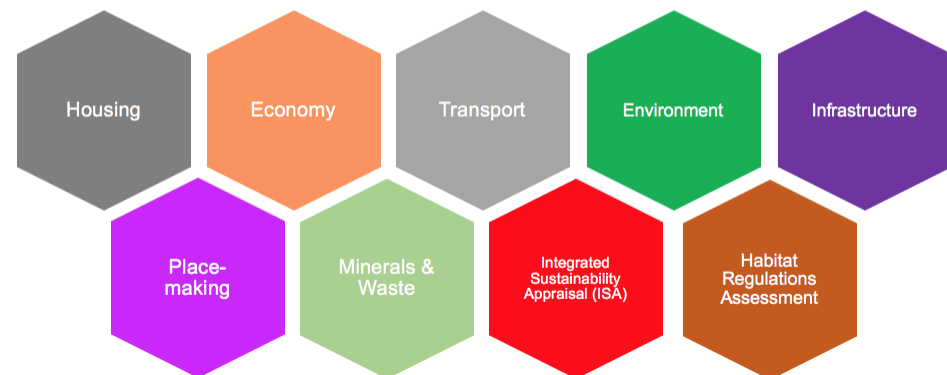
- Thurrock's current plan is from 2011 and so requires updating
- Will offer the long-term development strategy up to 2040
- Will cover:
 - Where new homes should be built, and how many, what type: affordable, size, special needs, etc.
 - Where new businesses, shops, leisure can go
 - Which areas need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



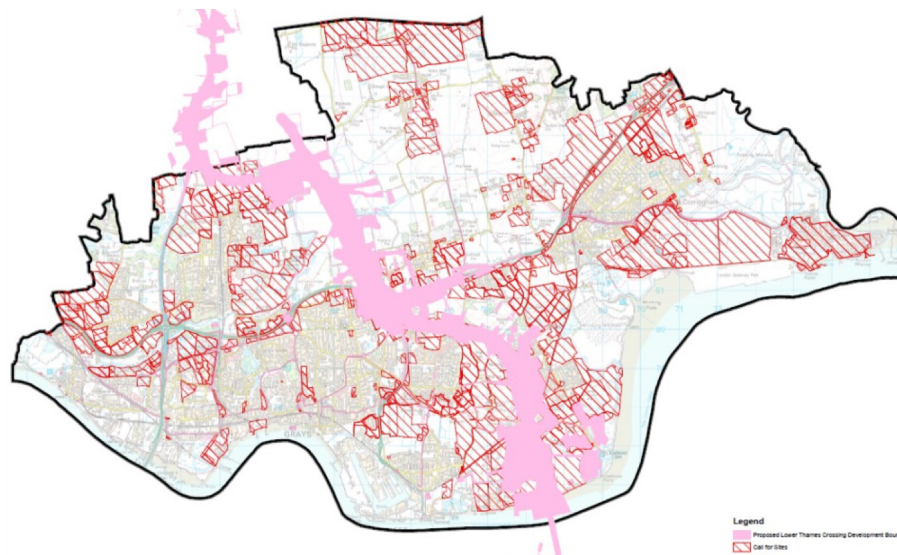
DEVELOPING THE EVIDENCE BASE



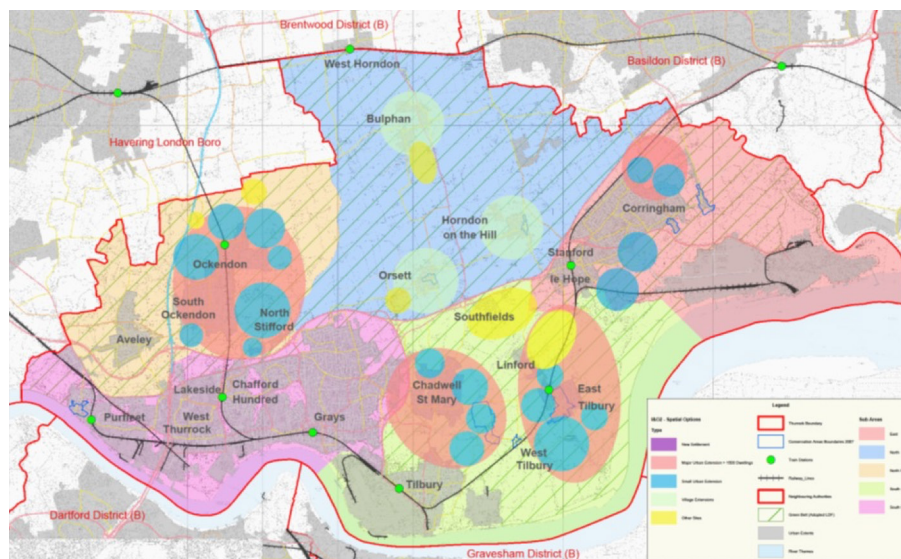
employment, leisure, etc.

- 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:

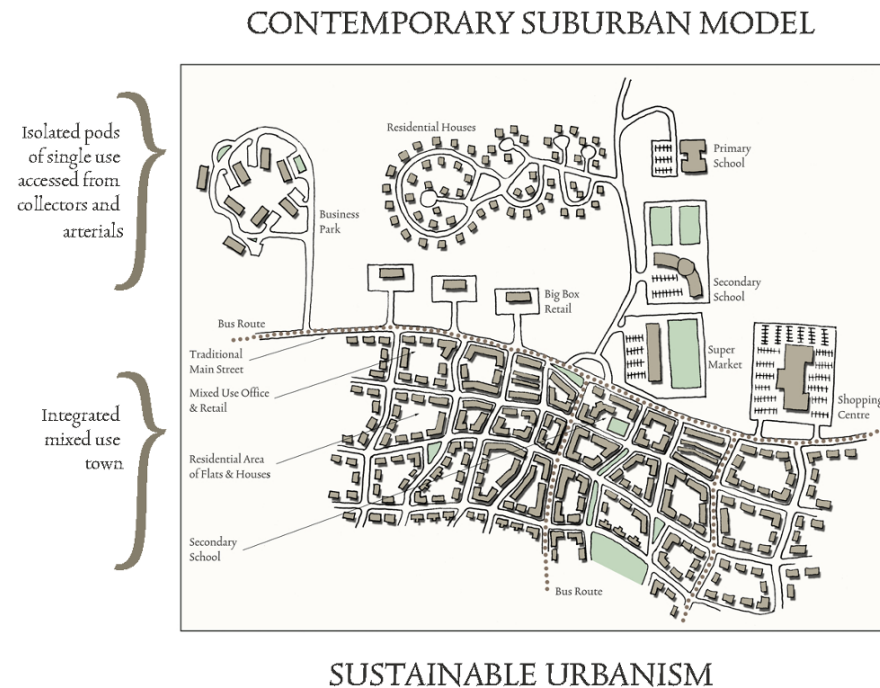
- Working with Thurrock Council to provide place analysis, visioning and spatial strategy work at a key early stage in the preparation of the Local Plan
- Three strands of work:
 - Council gathers evidence base;
 - Engagement with landowners and developers, who share technical information helping team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

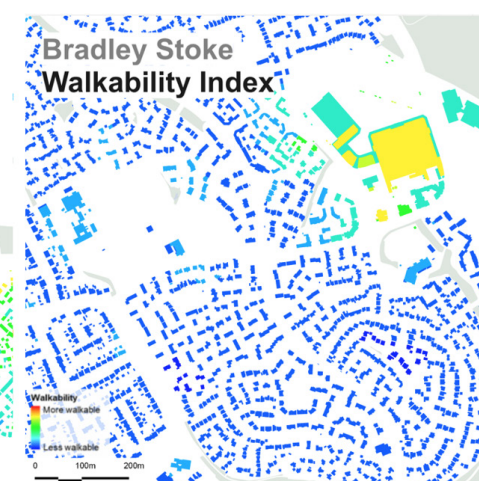
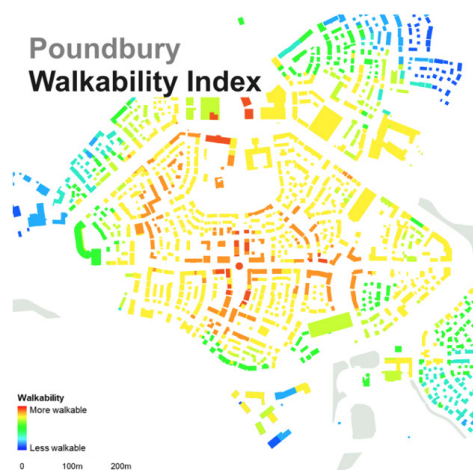
- Example II: Upton (working with Homes and Community Agency)
 - High energy rating homes, SUDs
 - Showed that design codes can be used to great effect, but if not policed, things revert to typical low-quality product.
 - Developers lobbied to water down the design code, which degraded the qualities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

- Want to take the approach of ‘constructive conservation’.
- Core of historic settlement clustered around the Grade I listed Church of St Giles and All Saints, with Orsett Hall to the north-east and Orsett Cock farm to the south-east.
- An area rich with scheduled ancient monuments and fenland. New document nationally reviewing scheduling.
- Lots of social and cultural heritage – a well-known place, not just regionally.
- Orsett Agricultural show – running from 1895, originally on Orsett Hall grounds.
- Settings of the edges and the conservation area are important to understand.
- Key views important to consider, e.g. to/from Bishop Bonner’s Palace.
- The conservation area appraisal was done in 2007 and the boundary is being reviewed. Would the community wish to see that?
- People can apply for buildings to be locally listed.
- Many building typologies and materials, and lots of interesting detailing in Orsett.
- Moving forward in an informed way - what do people like visually about their place?

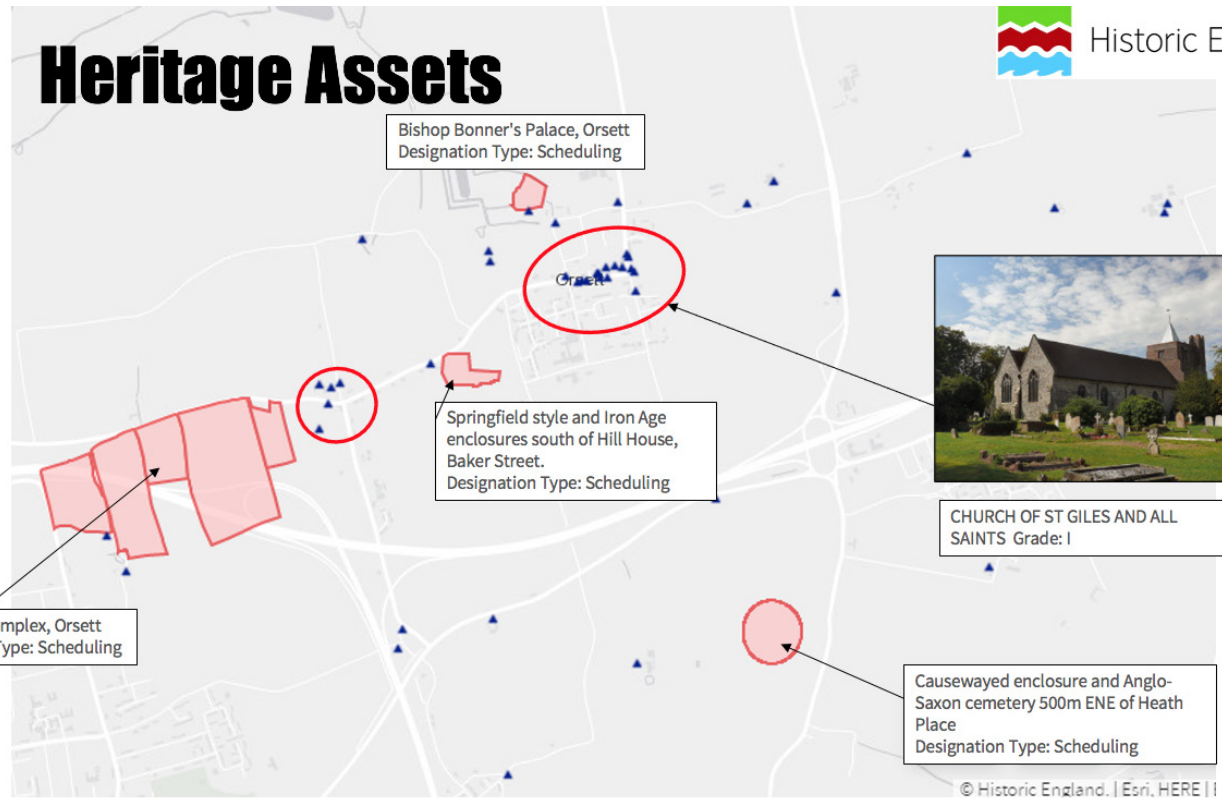


1777 map of Orsett



17th C. thatched barn at
Whitfields, Fen Lane

Heritage Assets



Orsett Conservation Area

THE SETTLEMENT TODAY - THE BUILT ENVIRONMENT

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

- Orsett is a well-loved place with parks, clubs, hospital (though due to close) and a village shop.
- Small settlement which had a medieval market and fair since the 1300's
- Sits within farmlands on the Fens which have a network of drainage and irrigations channels, a few wooded areas and mature older trees.
- Quite cut off from other areas by large roads such as the A13.
- The high street has lost many of its historic shops, which are now mostly homes.
- Baker Street to the west, has a sense of a small centre with the Kings Arms pub at the crossroads (though no other non-residential use.)
- Interestingly, some communal spaces, such as the village hall, Orsett Hall Hotel and the Orsett Showground, sit on the outskirts of the village but are well established places for events and social life of the village.
- West part of hospital site has been filled in with housing.
- Arrival of the A13 dual carriageway in the 1980's was a large change for the village and along with the A128 to the east, creates a barrier around it.
- Further severance likely with the proposed Lower Thames Crossing joining into the A13 junction
- Centre designated a Conservation Area in 1973.
- Southfields - was an old army camp site, now a housing area on its own with a few businesses uses.



Workers cottages in a terrace with a simple brick palette, which continues into the garden steps and walls.



The white weatherboard housing becomes laden with clutter, undermining a simple elegance.



Banding and features that relate to scale and use add character in all eras.

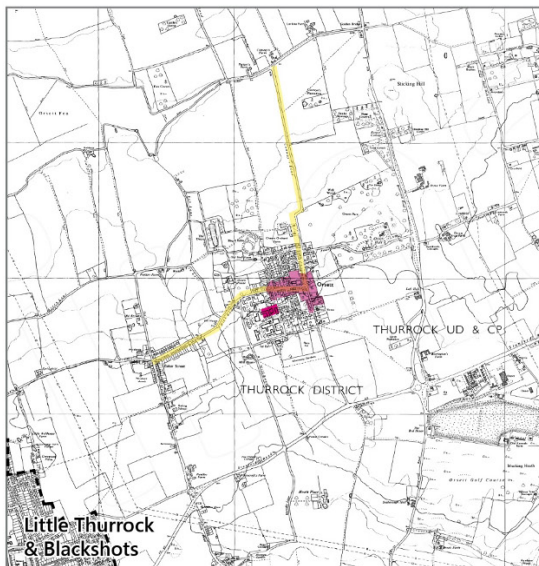


The Medbree area - includes black weatherboarding and lacks variety in scale- it is not in character.

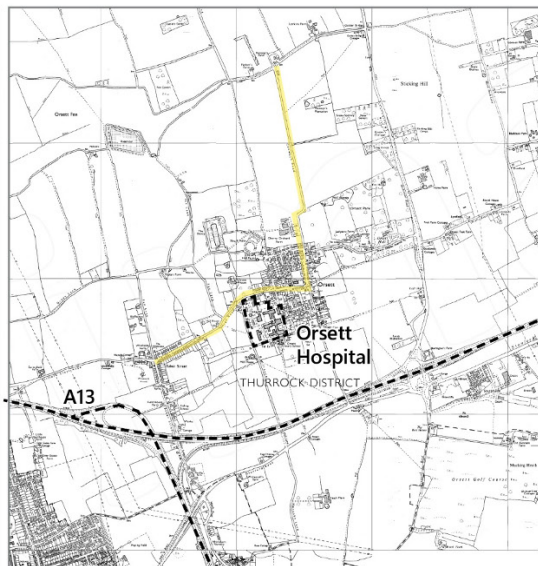


- Footpaths are limited in where they go and often become dead ends or end in private lanes, which end what could be a nice walking loop.
- Mix of materials - mostly brick, white render, and light timber weatherboard. Simple and elegant architecture.
- Area around Orsett Hospital feels somewhat out of character with its black weatherboarding and lack of variety in the size of buildings.
- Many buildings are set back from the road with

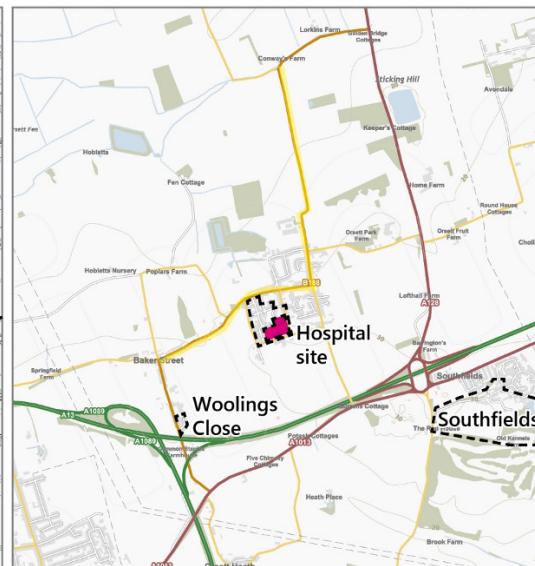
tree planting and gardens with low walls that add to the rural feel. Large trees between neighbours are common, car parking is often tucked behind traditional homes, and many entrances to buildings are set back in forecourts.



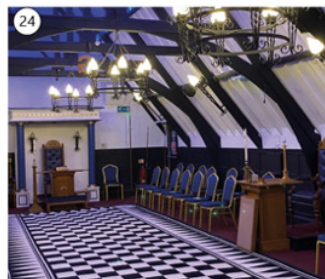
1970s
Designation as a conservation area in 1973.



1980s
Arrival of the A13. In the 80's and 90's camp site became housing at Southfields, with housing on the Hospital site.



2020s
In the 90's Southfields grew out of the old Army Camp site and the hospital site is now largely housing.



2 Orsett stores
3 Orsett Hospital

24 Orsett Masonic Hall
28 Whitmore Hall (Scout hut)

1 Orsett Village Hall
4 Orsett Hall (Hotel, Venue, Restaurant)

10 Orsett Showground
The annual Orsett Show, and many other large events including circus and fair, car shows, equestrian events and more.

THE SETTLEMENT TODAY - THE NATURAL ENVIRONMENT

STEVE PLUMB, LANDSCAPE AND ECOLOGY CONSULTANT

- Historically very wet area, so Orsett, like all historic Thurrock settlements contained on higher ground.
- As part of the Local Plan, refreshing the Landscape Character Assessment and Sensitivity Study. What features need to be protected and enhanced?
- Relatively tree dominated in character, largely associated with Orsett Hall. Orsett House and Orsett Hall have important parkland landscapes which are rare elsewhere in the borough. Some trees are coming to the end of their natural life - need to make sure they are replaced.
- To the north are large arable fields dropping away to the Mardyke.
- Southfields - typical of where there is higher ground - have active mineral sites, some which have been restored. Has big impact on landscape and ecology of the area. Layers of gravels and sands which have been important over the centuries.
- Looking north over the Mardyke Valley - very open and expansive landscape associated with the historic fenland, very few trees or hedges - Brentford Hills in the distance.
- Bonnars Estate - more modern 1980's development with roads nearby from the 60's. Very different character without the Orsett landscape features.
- SEE Park: Green and blue infrastructure projects - alleviating and dealing with floodwater, climate actions etc. - identified core areas where there could be opportunities for enhancement. Smaller scale schemes - improving rights of way, new cycle ways,



improvements to the play areas, etc.

- Existing rights of way is heavily affected by the landscape: the fenlands and marshes and heavy industry/ports, etc. Many areas in the borough which don't have rights of way. Where there are routes, connections are lacking to make good circular routes. If the LTC is built, these routes will either be permanently or temporarily affected through construction.
- If want people to walk and cycle more, need to make sure there are the facilities.





Top left: Orsett treeline; Bottom left: Southfields; Above: public rights of way; Above right: acid grass over former Orsett Camp

HEALTH & WELLBEING

PRESENTED BY SUE BRADISH, PUBLIC HEALTH, THURROCK BOROUGH COUNCIL

- Some of Orsett's key health and wellbeing concerns include:
 - Poor community transport links – due to the isolated nature of the village
 - Problems with littering
 - Problems with traffic and congestion (currently heightened due to A13 works)
 - A high number of people living with long term health conditions
 - Risk of loneliness - older population in Orsett.
- How can we help them - but also how can we prevent those issues from starting in the first place?
 - Active travel – bus, cycle, walking. How to connect to other areas of Thurrock.
 - Well-connected neighbourhoods.
 - Opportunities for self-care - walking, access to nature, being part of the community. Orsett has some of these things. They should be reinforced and built upon.
 - Provide easy access to health facilities via public transport.
 - Provide good parks and green spaces to promote physical activity.
- Two GP surgeries in Orsett Ward; one in the village itself.
- No pharmacies, but dispensary service with Orsett Surgery. Orsett Hospital - minor injuries unit.
- A&E is in Basildon, IMC's planned for Corringham, in the existing Thurrock Day Hospital, in Tilbury, and in Purfleet.
 - Once they are all developed, Orsett Hospital will then be closed down.
 - The IMC in Corringham will be the closest one to Orsett.

YOUR PLACE, YOUR VOICE

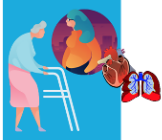
Orsett's Key Health Concerns



Risk of loneliness



Traffic and congestion



People living with long term health conditions



Lack of access to other parts of Thurrock



Problems with littering



High number of hospital admissions for Stroke

thurrock.gov.uk

YOUR PLACE, YOUR VOICE

What is good for your wellbeing in Orsett?



Green and active spaces including an outdoor gym



Good access to health services



Community events and Community Forum



Sense of community

EVENTS

thurrock.gov.uk

ECONOMY - CENTRES AND PORTS

PRESENTED BY ZOE MCADEN, THURROCK BOROUGH COUNCIL

- Orsett has one much loved shop - but likely cannot satisfy all of residents shopping needs.
- Baker Street, neighbourhood to the west – doesn't have facilities of its own and also not easily walkable into Orsett. Significant investment in public transport would be required to reduce reliance on the private car.
- Southfields to the south-east – distinct place as separated from Orsett by the A13. How does Southfields become sustainable?
- Trying to test ideas - we know we want beautiful places and places which are safe and connected.
- Are there job opportunities near or do people have to travel out of the village? Do they have the space to work from home?
- Orsett has one much loved shop - but likely cannot satisfy all of residents shopping needs.
- There is a village hall, a church hall, a dentist. Is this enough or are residents constantly having to travel out (by car?) to meet daily needs?
- Southfields only has an Indian restaurant, a McDonalds on the A13, and a scout hut.
- Sometimes growth – even a modest amount – can help to add services and facilities to an area.
- Council understands growth has not brought enough of these benefits to residents and we want to change that.



Left: Orsett walkability index;
Lower left: Orsett facilities; Lower
right: Southfield facilities

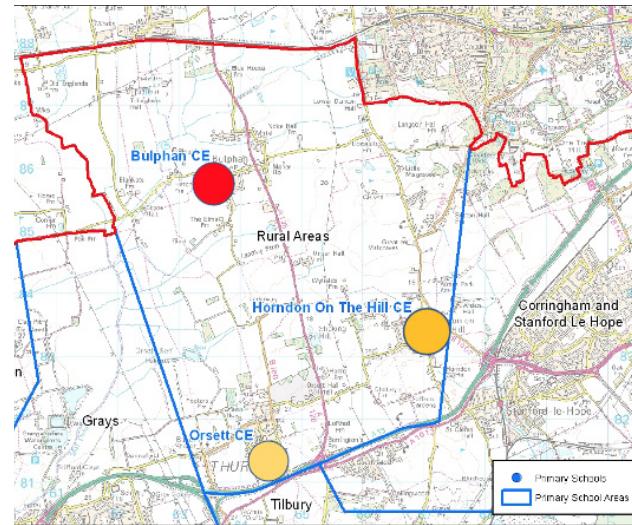


EDUCATION

PRESENTED BY ZOE MCADEN, THURROCK BOROUGH COUNCIL

PRIMARY

- Three primary schools in the Rural Planning area, all of which are nearing or at capacity.
- In September 2021, there were 85 students for a total of 72 school available places. New primary schools will be required to accommodate planned growth.
- The Pupil Place Plan (through 2025) says:
 - student numbers in Horndon are predicted to fall;
 - numbers in Orsett are to stay relatively stable at just under capacity; and
 - Bulphan, as the smallest school, is expected to be consistently oversubscribed, anticipating nearly twice the number of students it can accommodate in 2025. Cannot expand on existing site, and this is likely to have a knock-on effect in Orsett.

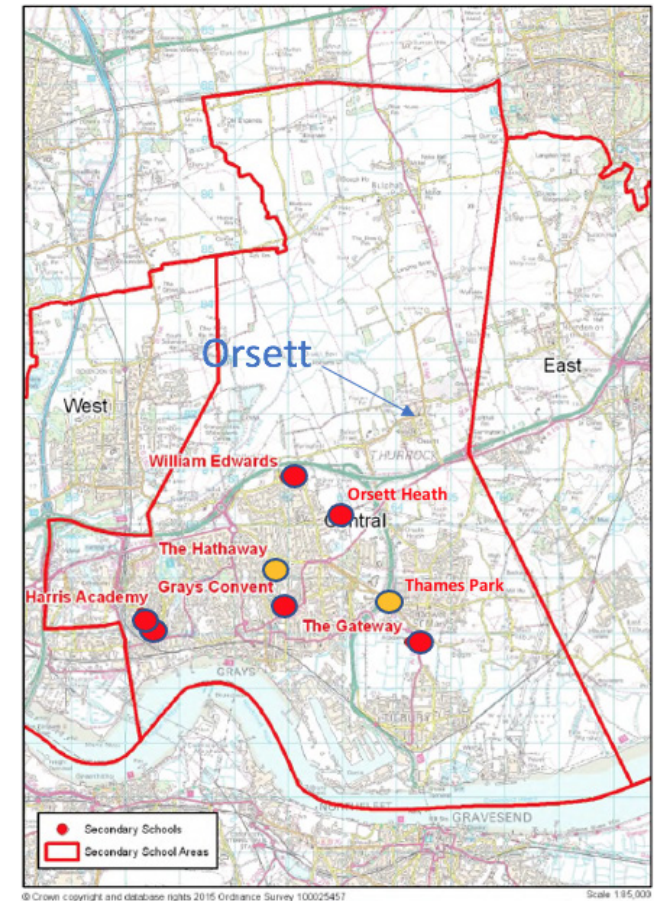


Primary schools in the planning area

SECONDARY

- There is limited secondary school capacity in the Central Planning Area.
- In September 2021, there were 1,039 students for a total of 949 school available places.
- However, two new free school opened on temporary sites with a total capacity of 240 places across both schools. Permanent sites to open in 2022.
- New secondary schools will still be required to accommodate anticipated future growth.
- Statutory secondary school travel distance is greater but must do better to allow pupils to walk or cycle to school.

- All secondary schools are in the southern half of the central planning area, not walkable or cyclable from the villages, and all but The Hathaway Academy and Thames Park be over capacity by 2025.
- Should we try to provide a secondary school in one of the villages? If so, where?
- How could it change the villages for the better, for instance through more community use sports facilities?

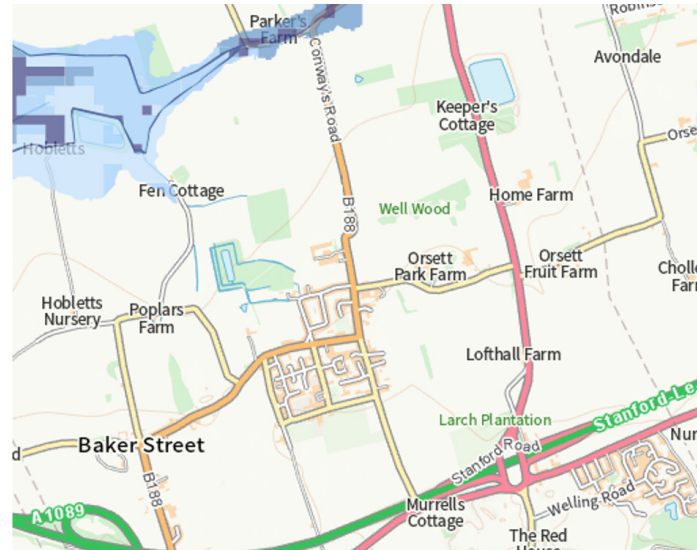


Secondary schools in the planning area

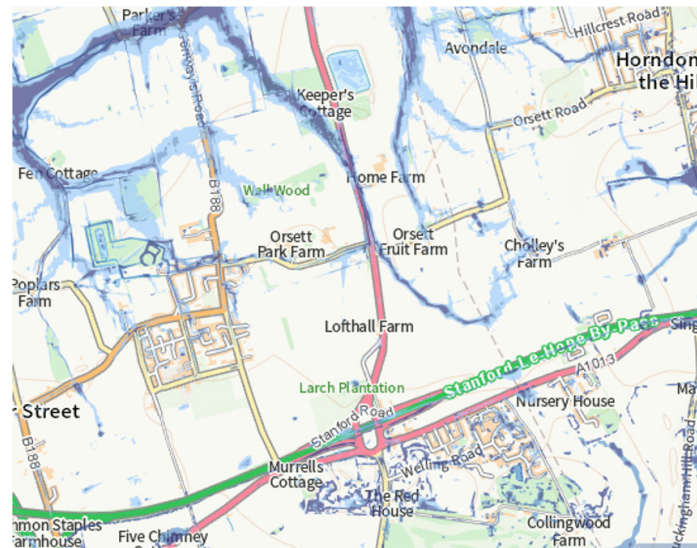
FLOOD RISK

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.
- Orsett and Southfields are not impacted by flooding from rivers given the topography of the land
 - However, potential flows into the river from new development need to be considered in the earliest stages of planning as part of a document called a Flood Risk Assessment.
- Only localised parts of Orsett and Southfields are at risk for surface water flooding.
- Climate change: global warming causes accelerated evaporation and hence more rain. In places which already receive a lot of rain, there will be an increase in flooding.



Flood risk from rivers



Flood risk from groundwater

LOCAL TRANSPORT

JULIAN HOWES, HIGHWAYS, THURROCK BOROUGH COUNCIL

- Current traffic and transport issues in Orsett:
 - Rat running of traffic through the village including an increase in use by heavy goods vehicles.
 - Traffic issues at a number of junctions into the village, due to easy access to the strategic network at all points.
 - Limited access to public transport facilities and walking and cycling routes.
- Main conurbation of Southfields comes out onto the Orsett Cock Junction.
- Lots of through traffic at the moment due to the A13 works.
- If growth were to occur in this area, there needs to be significant change to enable improved non-car links to Brentwood, Grays and Stanford Le Hope.
- Control rat running by potentially closing routes in the village and make them walking and cycling only.
- Make improvements to active travel facilities and link other villages such as Horndon on the Hill and Bulphan.
- How do we solve places like Southfields (i.e. car-reliant cul-de-sacs)?

TRANSPORT VISION

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

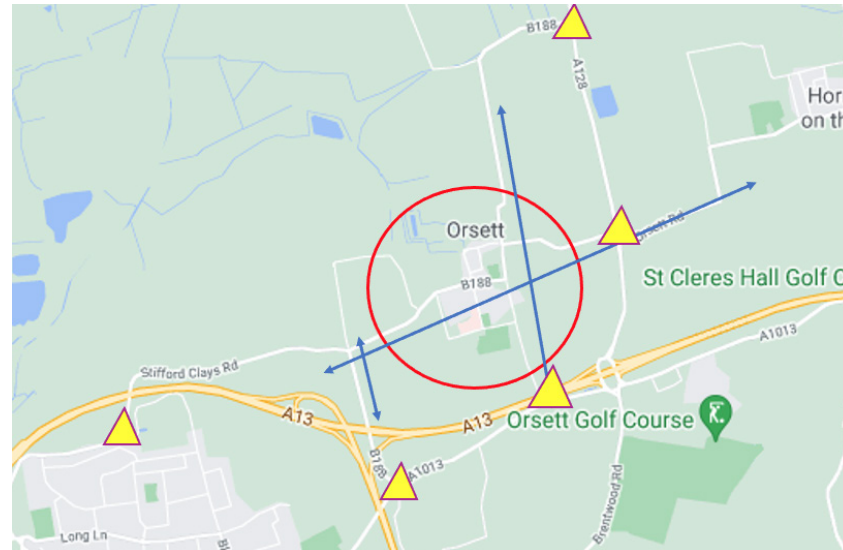


Diagram showing transport issues

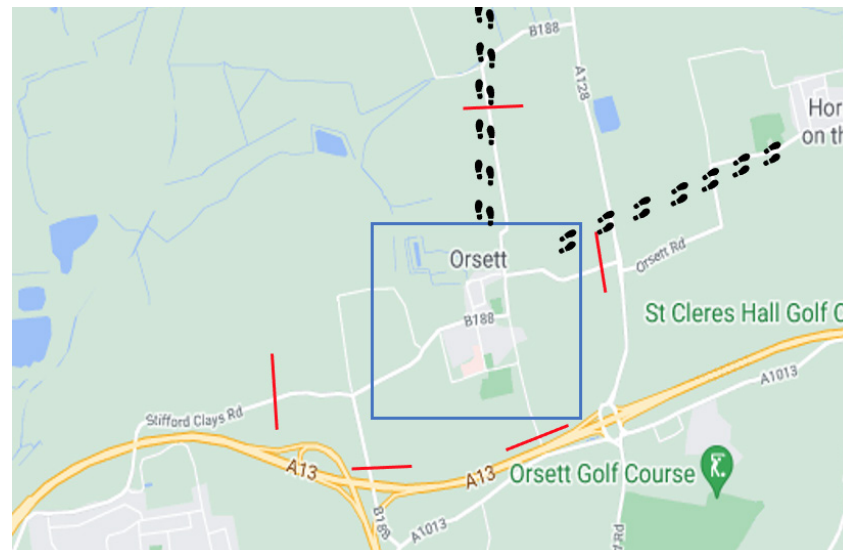


Diagram showing potential solutions

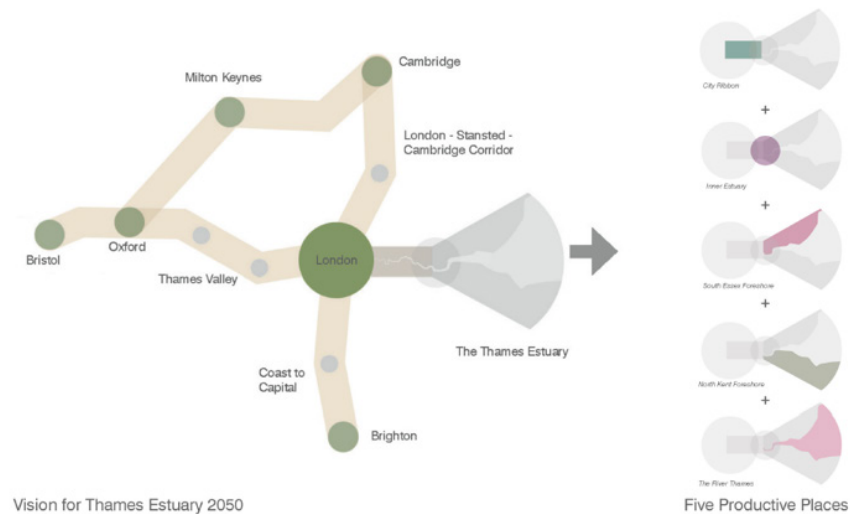
TRANSPORT VISION

RICHARD LATCHAM, TRANSPORT CONSULTANT

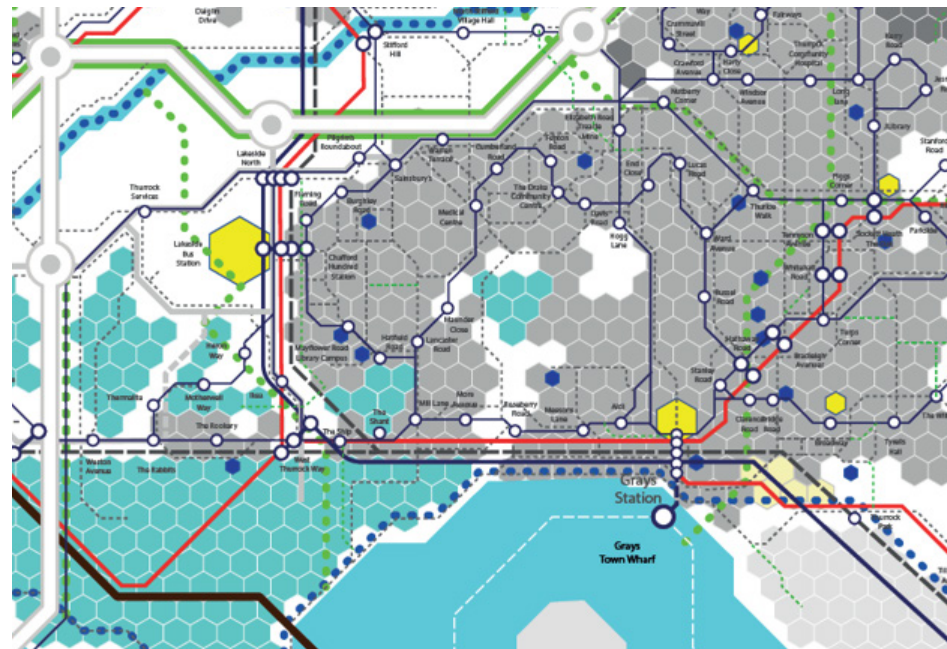
- Thurrock Transport Strategy 2023-2040
- Will establish a new strategic approach, policies and guidelines
- Detail how Council will plan for and deliver improvements across the transport network
- Three main parts:
 - Vision (2050)
 - Strategy (2040)
 - Action/Implementation Plan (5-year programmes)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



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



Thames Estuary 2050 Growth Commission diagram - Thurrock in grey circle



Illustrative concepts for growth area transport strategies



Potential mass rapid transport route



The nine strategic focus areas

CALL FOR SITES

LAURA PATTISON, THURROCK BOROUGH COUNCIL

- Thurrock's current housing requirement is 1,147 dwelling per year – derived from Standard Method (Dec.2021)
 - Government in process of reviewing the method, but not likely to change Thurrock's numbers greatly.
- Housing numbers might need to factor in economic growth – e.g. 20,000 new jobs from the Freeport and associated employment sites.
- Identified housing supply 6,400 dwellings
 - 2,800 of these at Purfleet
- If Thurrock does not identify sites, then will be open to speculative planning applications.
- Call for Sites – land brought forward by landowners for allocation for development (housing and other uses); some in Green Belt.
- Insufficient amount of brownfield sites for required housing numbers, so will have to consider releasing Green Belt land.



Sites in and around Orsett submitted in Thurrock's Call for Sites process

COMMUNITY ENGAGEMENT

PRESENTED BY PAUL SALLIN, THURROCK BOROUGH COUNCIL

- Your Place, Your Voice consultation in 2018 – initially gathered community views to get a sense of needs and concerns:
- - Need better public transport
- - Preserve strong community spirit
- - Want more cycle lanes and health facilities
- Over the past year, have hosted a survey with PF, to feed views into current work. At the time of the charrette, 31 people had taken part. Themes and highlights of feedback so far:

NATURE AND ENVIRONMENT

- Desire to preserve Whitmore Hall, Old Quarry, Orsett Park, Orsett Cricket Field and the Recreation Ground.
- Most respondents are concerned about climate change and see tree planting and new green infrastructure as ways to combat it.

BUILDINGS AND TRANSPORT

- Less than 50% of respondents feel the area has good public transport.
- Most said they had essential shops within walking or cycling distance.
- Residents value heritage buildings, including Orsett Village Centre and high street, Orsett Hall, the War Memorial, The Whitmore Arms, and surrounding houses.
- Most respondents thought that there are enough affordable homes in Orsett.

SOCIAL

- 87% of respondents regularly talk to neighbours & 45% take part in local clubs/activities
- 71% concerned about anti-social behaviour
- 54% were critical of/had comments about improving education facilities.
- 45% were critical about health provision.
- Suggested recreational improvements – more activities for children/teenagers, wider advertising of clubs & updates to the village hall so it can host more activities.

FINANCIAL

- 45% feel there are enough local employment opportunities
- 77% do/can afford to buy their own home & 68% can afford to rent
- 64% feel like there are enough shops, restaurants & pubs

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

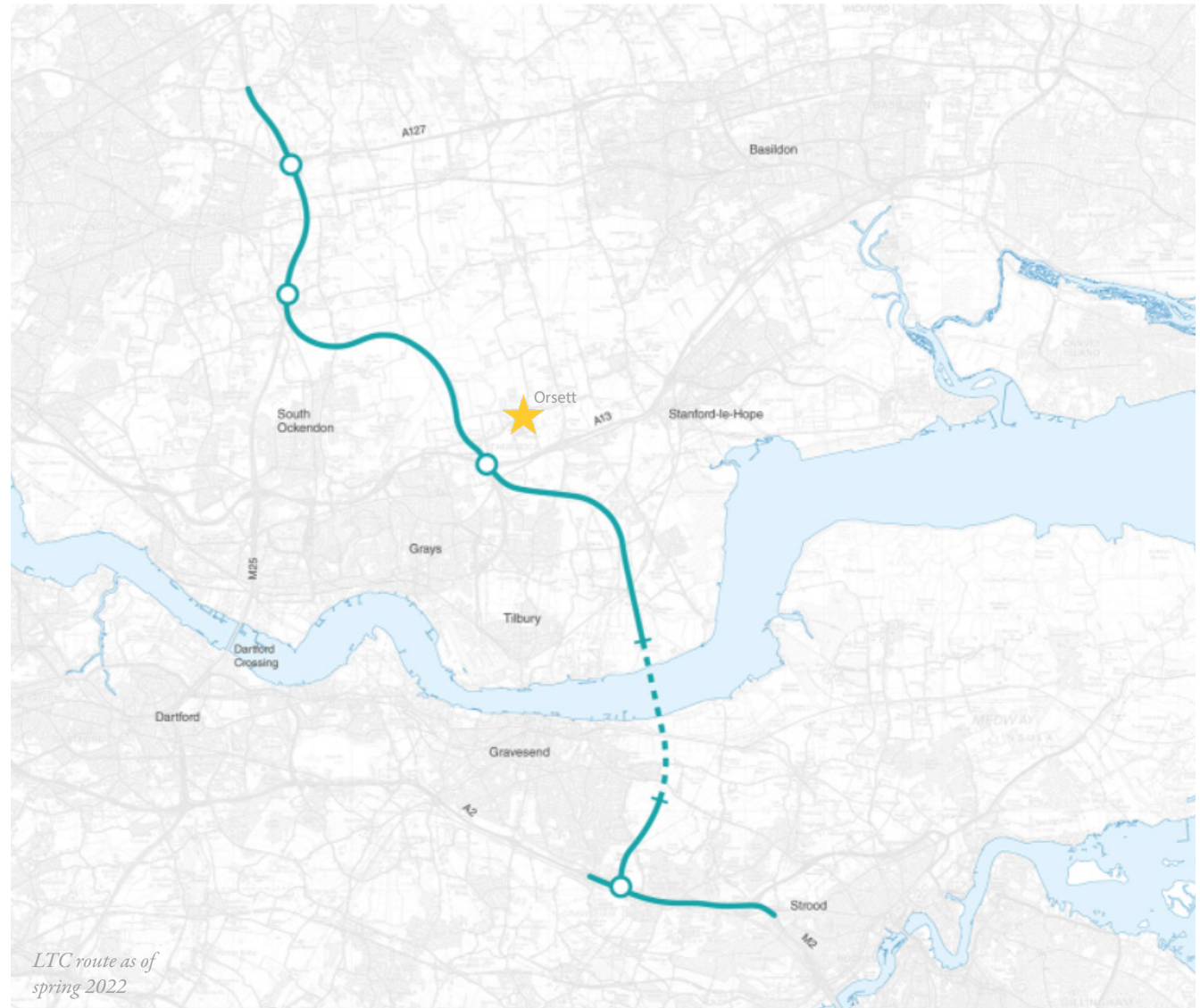


Illustration from 2018 consultation feedback

LOWER THAMES CROSSING

ZOE MCADEN*, THURROCK BOROUGH COUNCIL

- Council continues to object the LTC and lobby for changes. If it does go through, they want to ensure it is a benefit to residents and does not carve up the borough.
- Most impact on Orsett, East Tilbury, and South Ockendon.
- Continued delay on the submission date for planning inspectorate. Was submitted two Novembers ago but then withdrawn. Latest delay is due to the Freeport designation.
- There is no fixed date yet for resubmission for Development Consent Order. Due to be another consultation coming forward soon.

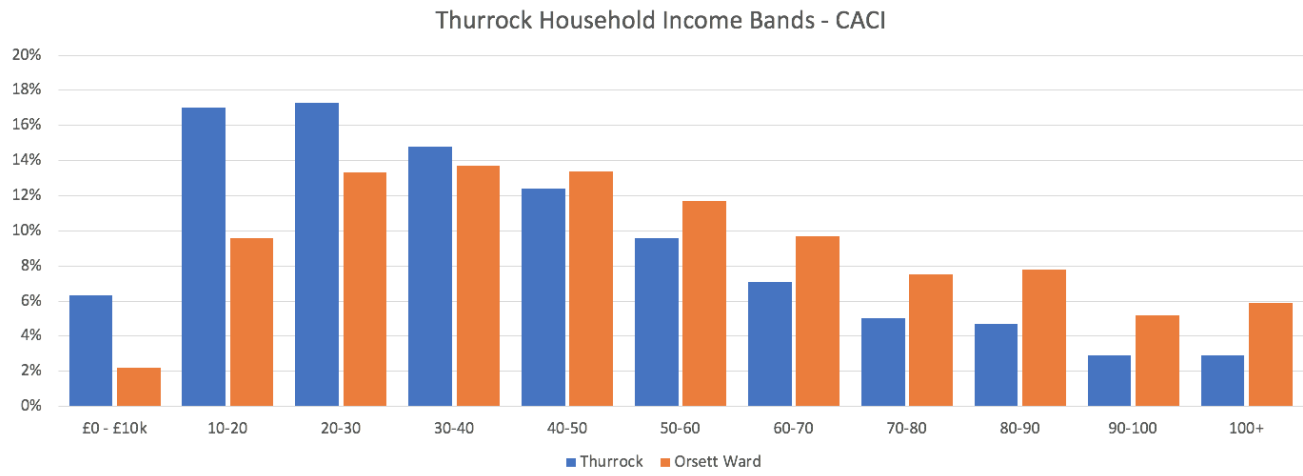


* Stood in for LTC consultant who had last minute conflict

HOUSING NEED

PRESENTED BY RYAN FARMER, THURROCK BOROUGH COUNCIL

- On average, there are more Orsett Ward residents in higher income bands than Thurrock as a whole.
- There is some social housing in Orsett’s north neighbourhood.
- Smaller number of bungalows and flats. Lots of 3 beds.
- Thurrock-wide, there is a need for affordable homes of all sizes, but a significant additional need for smaller homes.
- Hundreds of bids for the handful of social housing properties that come available in the ward – showing need/that it is a desirable place to live.



	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%

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)

PUBLIC TRANSPORT

C - *Council Transport*: Bus service through village has been reduced.

Looking to improve – maybe through village, maybe along strategic routes with MRT.

Financial constraints make this difficult. Bus provider needs to feel routes and frequencies are viable.

more evidence Council has for the Local Plan, the more leverage it has against the LTC. The more checkpoints the Local Plan gets past, the more weight evidence will have against it.

C – *Council*: Looking to get back out meeting people face-to-face over the summer.

C – *PF*: The clearer the communities can be on what's appropriate for their area, the better chance they have of getting it. If vague, it's easier for developers to control and for things to be overlooked.

LTC

C - *Council Transport*: There is a publicly accessible website showing the route, access and impact on existing settlements.

C – *PF*: Aspects of the proposals do not look feasible or likely to function well.

A - *Council Transport*: There are models being done, though have doubts on their accuracy. National Highways are laying out on site, doing bore-hole explorations. There are only eastern links onto LTC planned.

C - *Community Stakeholder*: Invited people to join Thames Crossing Action Group (TCAG) for information from residents' perspective. They are experiencing consultation fatigue.

C - *Council Design*: One way to counter LTC is by putting things in Local Plan. As LTC is delayed, the

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:

- Church at what feels like centre, with narrow roads around it.
- Feels historic, with large trees and a village atmosphere.
- Hospital to south, with playing fields around it.
- Old hospital site – Randall Drive, fairly recent housing.
- The Maltings – northern expansion in the 1960-70's.
- Rectory Road – main approach road from the south. Has large, low bungalows, lush gardens, and substantial set-backs.
- Bridge over A13.
- Orsett Hall – hotel and hosts events.
- Prince Charles Ave – quite tight, no pavement, make it feel fairly rural. Leads to Bulphan.
- Orsett showground – big yearly event.
- Baker Street – residential cross junction, with only pub and takeaway.
- Countryside to the north but lacking loop walking routes. Footpaths are cut off.
- Baker Street underpasses A13, which has strong presence.
- New development to the south, next to motorway.
- Orsett Cock – big roundabout, going with A13. Very



High Road

- pedestrian unfriendly/unusable.
- Southfields:
 - Along the old A13, now A1013
 - Fast cycle route along the A1013
 - 80-90's housing
- Orsett industrial park – to east of Southfields – employment. Light industrial feel, garages.
- Call for Sites overlay on satellites – showing those put forward
 - Will not all be allocated and will not all be housing
- Observed Orsett sits on a hill. Tucked in behind trees on higher ground.

- Riding school down Baker Street. Bridleway along A13 to Mill Lane, then back up to village.
- Can see Baker Street from Rectory Road, visible across the fields.

C - Cricket Club representative:

- Pavilion built in 60's, group trying to get permission for new one.
- Want it to be community hub, used year-round, not just for cricket.
- Helped build outdoor gym, which is well-used.
- Want to add community café.
- Want dementia day care (Carer's Choice) to be able to use it too.

VIRTUAL SITE TOUR CONTINUED

C - *PF*: Should look at future-proofing hospital site and implications for that area.

C – *Community Stakeholder*: The site south-west of hospital used to be used by the community for cricket. Landowner stopped this as wanted to submit in Call for Sites.

C – *landowner/agent*: Orsett House – not proposing developing whole of land, only the east patch, about two acres. Idea that it could be sheltered housing for elderly as believe there is a need for it in the village. See it as light touch job.

C – *PF*: Yes, as in curtilage of listed building would have to be light touch.

Prince Charles Avenue

C - *PF*: Historic trees, former showground.

C - *Council Landscape*: Is a narrow road, with no opportunity for widening, e.g. for foot/cycle paths. Not safe to walk along.

C – *Community Stakeholder*: Footpath to the south connecting east. Even if not on map, could be unofficial or 'lost' (shared website for lost paths).

C – *Community Stakeholder*: Fruit farm site – think no longer promoted for housing, as it has been sold.

C – *Community Stakeholder*: Grangewaters and Mardyke to the west would be good for paths connections. Mill Road really is a walking track, rarely used by cars.



Baker St - High Road junction

C – *Community Stakeholder*: Used by the equestrian community, which is a big part of community culture.

Healthcare

C – *Community Stakeholder*: Rectory Road surgery not efficient, will be worsened if hospital is lost. Hospital has already been reduced, which has negatively affected the village – fewer people working and being trained there, bringing life and spending to village.

C – *Community Stakeholder*: Think most children come to schools by car. Don't want to expand if means more

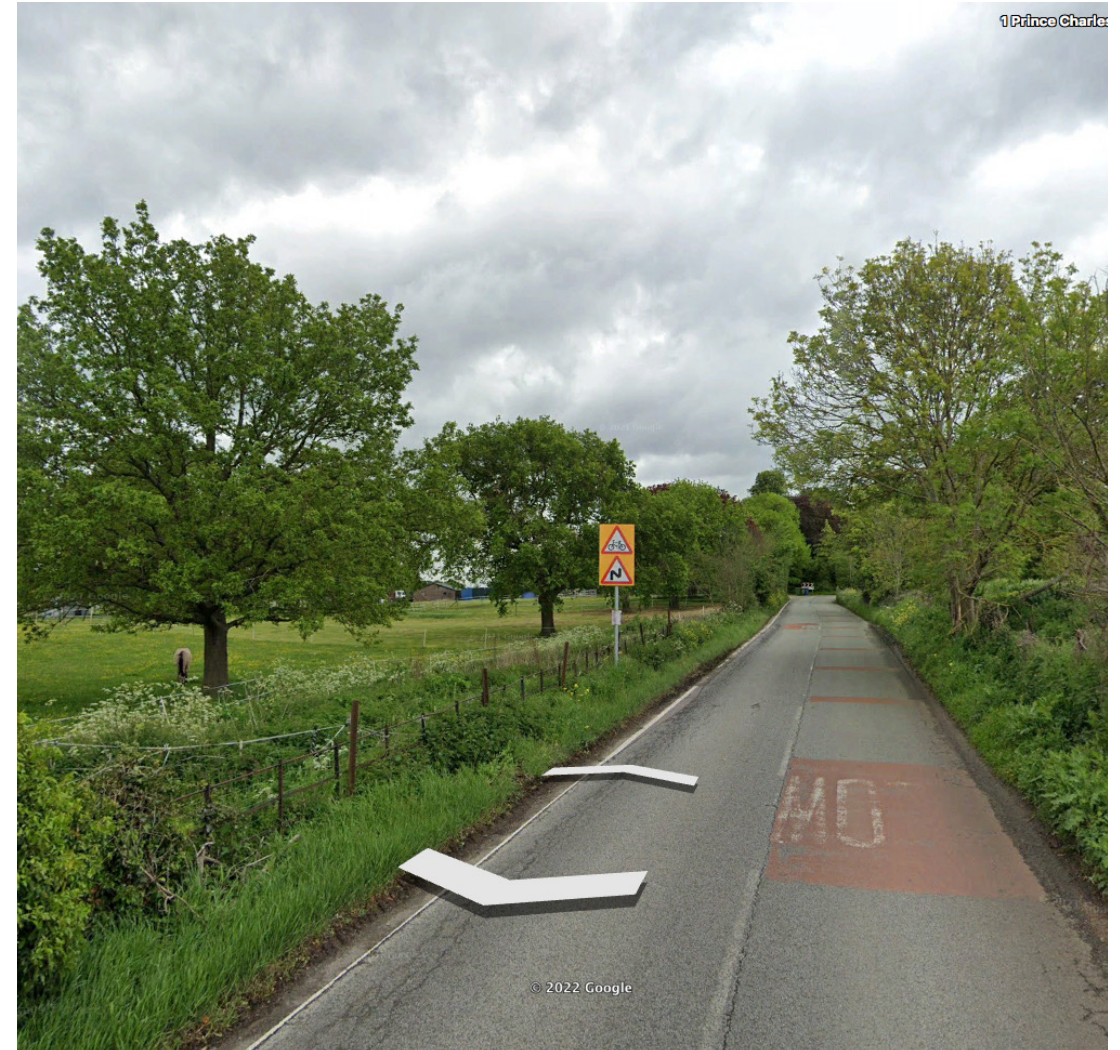
will just be driving in. Used to be the case that the local school was for children who lived in town, and they would walk there. Secondary School – used to take bus, think that must be reduced as now see them taking dangerous walking routes instead.

C – *Community Stakeholder*: IMC's don't cover north area. With extra traffic of LTC, isolating Orsett from medical facilities

A – *Council*: IMC's were planned pre-Local Plan. Might now identify further facilities. IMC's will account for some of the growth but not all, so that will be considered.



Randall Drive (former hospital site development)



Above: Prince Charles Ave

Left: School Lane showing primary school on left, hospital right



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