



STANFORD- LE-HOPE

THURROCK
STAKEHOLDER
CHARRETTES &
PUBLIC DROP-INS

DEC. 2021 - MARCH 2022



THE
PRINCE'S
FOUNDATION



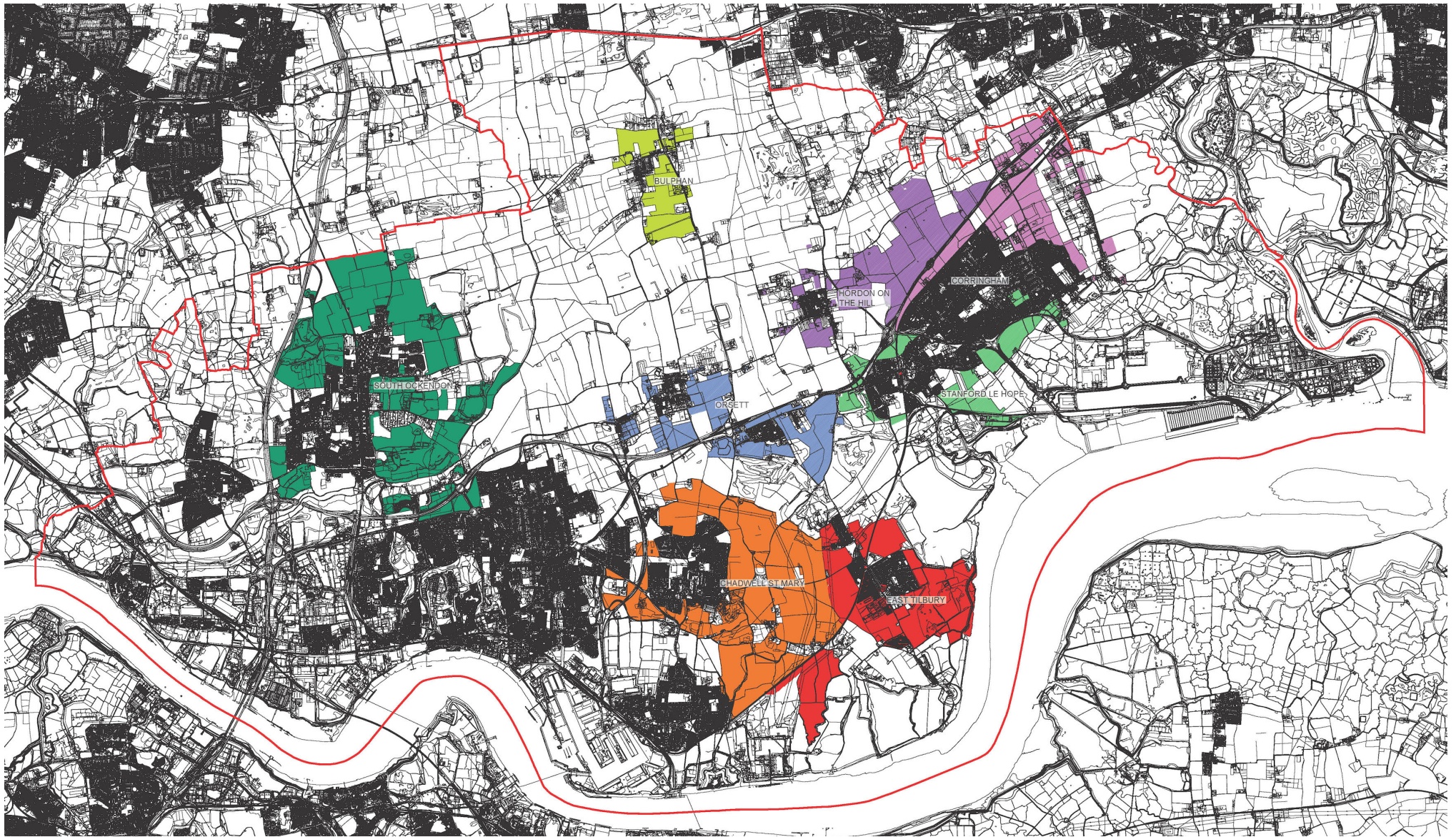
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CONTENTS

INTRODUCTION	5
OVERVIEW	6
Landowner workshop summary	6
General public engagement	7
Community Stakeholder Charrettes	8
Charrette Agenda	9
CHARRETTE OUTPUTS	10
S.W.O.T Analysis	11
Breakout Group 1	12
Breakout Group 2	15
Breakout Group 3	17
Overview of public drop-in process	20
Saturday drop-in record	24
Consolidation Plan	25
CONCLUSION	28
APPENDICES	29

LIST OF ABBREVIATIONS/ACRONYMS

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



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

INTRODUCTION

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

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

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

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

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

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

This document records the last two stages.

TIMELINE

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

We foresee this report as being a key piece of evidence base informing the Local Plan. However, the Local Plan process is still at an early stage. Thurrock Council and its partners are working on various other studies and will be undertaking additional consultation exercises to inform policies and allocations in the emerging Local Plan. It is important to remember that this report, together with those for the other eight identified focus settlements, is not the draft Local Plan.

* a concentrated and collaborative session of design and dialogue

OVERVIEW

LANDOWNER WORKSHOP SUMMARY

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

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

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

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

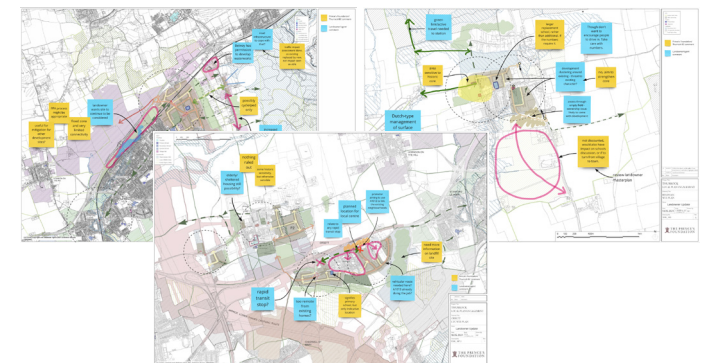
department leads and landowners, many of whom have detailed knowledge of their sites’ potential and constraints. The aim of having the landowners and council departments together in this forum was also to encourage a wider place-making conversation, rather than a focus on specific sites, and to encourage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

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

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

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

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

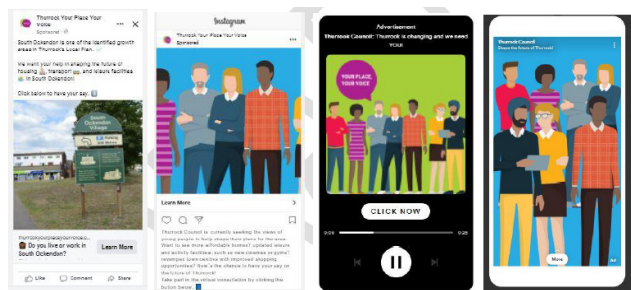


OVERVIEW

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.

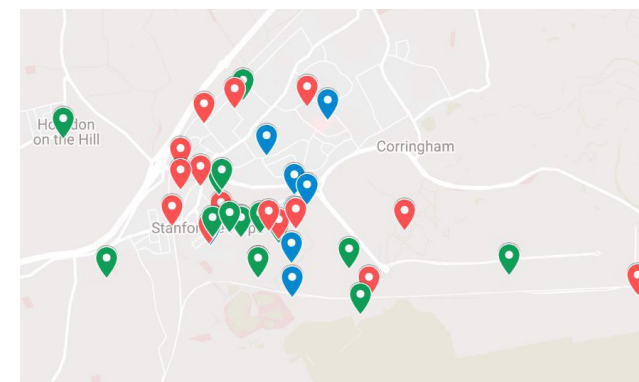
In addition to the materials produced to advertise the consultation, materials were also prepared to be displayed both in person and online providing further details. Area-specific information on topics such as flooding, education, health, and transport; Local Plan guides to explain the process; and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

68 people completed the main BIMBY survey for Stanford-le-Hope, with 65% of respondents stating that there are areas that need protecting/restoring, including, Thameside Nature Reserve and the Sea Wall.

51% of respondents made negative comments about health provision.

77 pins were dropped on the online mapping software (as below) which included comments on lack of education infrastructure, issues with speeding on the Manorway, positive comments about green spaces and walking paths, positive comments about / opportunities in Stanford Recreation ground and lack of local infrastructure for new homes. 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*.



Stanford le Hope online survey results for Mapping Quality of Place

OVERVIEW

COMMUNITY STAKEHOLDER CHARRETTES

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

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

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

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

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

BIMBY

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

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

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

CHARRETTE DATES (2021-2022)

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

This charrette record contains the following:

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

Appendices including:

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

OVERVIEW

CHARRETTE AGENDA

9:30	Introduction and Welcome	Paul Sallin (<i>Place & Infrastructure Manager, TC</i>)
9:35	Thurrock Local Plan	Laura Pattison (<i>Principal Planning Policy Officer, TC</i>)
9:45	Enquiry by Design	Ben Bolgar (<i>Senior Director, The Prince's Foundation</i>)
10:00	Technical Briefings on Key Subject Areas:	
	Historic Development	Paulette McAllister (<i>heritage consultant</i>)
	The Settlement Today - Built Environment	Amy Linford, Alec Scragg and Nada Elfeituri (<i>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 17 January 2022 as a virtual event. Attended by 22 team members (the Prince's Foundation, Thurrock Borough Council staff and consultants), ten community stakeholders, and eleven 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

- Heritage
 - Grade I listed Church of Margaret Antioch
 - St Clere's Hall – grade II listed
 - St John the Baptist – grade II listed
 - Great Garlands Farmhouse with stable
 - Village Green
- Train station – under an hour to London
- A lively place, which already has many of the components needed to be largely self-sufficient.
- Availability of and access to open green spaces – playing fields, allotments which are well looked after
- Views overlooking the estuary
- Fishing lakes (made from former gravel quarries)
- Thameside Nature Reserve
- New bridge way through Nature Reserve – begins to make circular route
- Some good quality, valued green spaces
 - Hardie Park and Stanford Rec locally
 - One Tree Hill, Thameside Nature Reserve (Mucking)
- Good sense of community
- Children's centre
- Decent amount of shops

WEAKNESSES

- Public realm could use enhancement
- Mid-century suburban sprawl
- Car dominance with capacity issues on roads and difficult junctions and delays caused by level crossing
- South of borough - large scale mineral extraction
- Not a great rights-of-ways system (here and throughout the borough)
- A13 and railway is a barrier to walking routes to the north
- High levels of children in poverty
- Health concerns: high levels of smoking, stroke, weight-related ill-health
- HGV's going through Stanford to Stanhope Industrial Estate
- Traffic problems:
 - Rookery Corner
 - At level crossing
 - Roundabout junction A13/Manorway
 - Rat-running to avoid highways
- Residents concerned about anti-social behaviour

OPPORTUNITIES

- Conservation area status, to safeguard and enhance heritage assets.
- Increase greenery, landscaping
- Promoting good health/preventing health problems: creating safe walkable neighbourhoods, inviting green spaces, improving access to health facilities
- IMC (Integrated Medical Centre) due to open in spring 2022 in neighbouring Corringham
- 21,000 jobs anticipated from Thames Freeport
- Improve Giffords Cross junction with Springhouse Rd and Manorway
- Potential HGV bypass to industrial estate
 - Or else control/monitoring measures
- Transport Strategy - enhance connectivity including cycling and pedestrian links

THREATS

- Stanford is in zone of influence of Thames Estuary Marshes (Special Protection Area), therefore development could have negative impact on it
- Grovehouse Wood – one of two protected woodlands in borough
- Increasing housing unaffordability: significant house price increase: 2015-20, up 45-50%
- Concern over losing Orsett Hospital

CHARRETTE OUTPUTS

BREAKOUT GROUP 1

GROUP MEMBERS:

- Aaron Davis, PF - Group lead
- Deirdre Connell, PF - Assistant lead
- Thurrock Council Officer - Planning
- Thurrock Council Officer - Transport
- Thurrock Council Officer - Public Health
- Community Representatives:
 - Designing Out Crime, Essex Police
 - NHS Estates Team - Mid & South Essex CCG
- Landowners/agents:
 - Iceni Projects (Butts Lane and Baryta Close - industrial site just north of station)
 - Gladman (site north of A13)

KEY DISCUSSION POINTS:

Existing

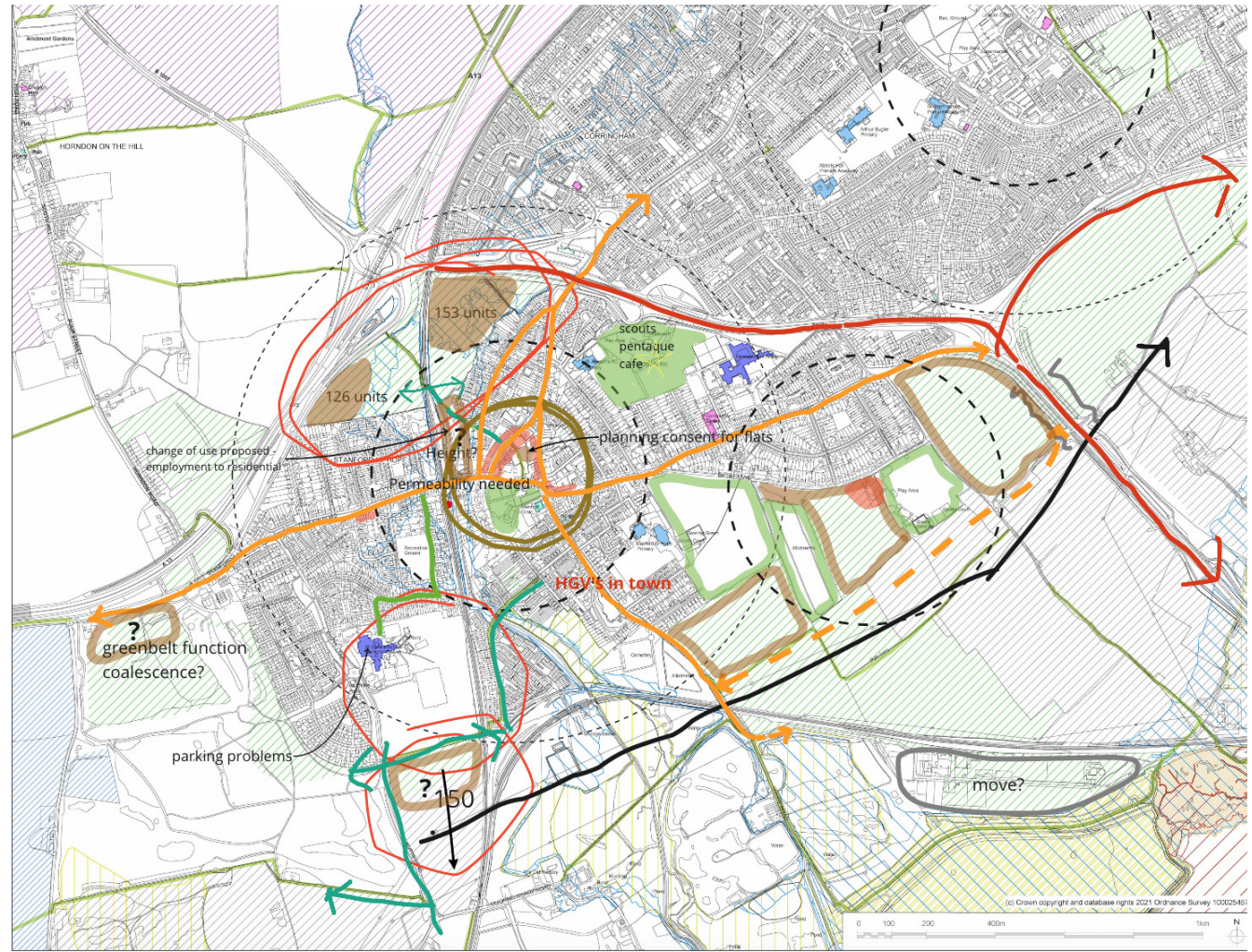
Landowner/Agent Info:

Butts Lane site:

- Developer looking at 150 units
 - Contribution - expansion of school – adding a primary to the south-east corner of the St Clare's land.
- Ecological area to south of site.
- Slopes to the south.

Baryta Close

- Central, north of station. Employment currently consists of steel fabrication, washing machine repairs.
- Two sites to north, not particularly well accessed:
 - Watercourse makes hard to connect to.
 - This site and gas site could allow access to London



Rd (and therefore town centre and train station).

Northern sites either side of railway:

- North-east site about 150 homes, 100% affordable.
- West site - 125 units.
- Contribution to CCTV to access under railway line.

Constraints

- Flooding and ecology sensitivities to the south.
- Pylons to the south-east – would be very expensive to move underground.

Local Amenities

- Many go to Basildon, Tilbury, and Lakeside for main shopping.
- There are only smaller grocery stores in town, not much choice.
- Not as many closed/boarded up shops as some other areas, but complaints of lack of quality/choice:
 - Lots of hair-dressers, barbers.
 - Butcher and bakery – but other than that not much.
 - Fishmonger, produce and clothing shops all gone.
- Need entrepreneurship in shops:
 - To achieve walkability – need to really encourage shops.
 - Try community growing?
 - Schools placement are important – safe routes – different layered approach.
- Youth facilities:
 - Scout Huts, out-of-school football at St Clere's.
 - Nearest recreation centre is at Corringham.

- Outdoor spaces.
- Perception that more would be beneficial.
- Hardie Park:
 - Highly valued – hosts scouts, petanque, has popular café.

Safety

- Legibility – CCTV is reactionary – want to prevent problems in the first place.
- Best way to make safer is to get people to know and talk to each other.
- Sense of ownership of place is key:
 - Good foundations in Stanford le Hope and Corringham.
 - Can see there is a wider perception of crime, while in reality mostly only car and motorbike thefts.
- Reported stabbing in town centre (on a Christmas Eve a few years ago, probably drinking involved).
- Rare, isolated event, but has effect on people's perception of place and how they then act.
 - Conversely, if a good news story is highlighted, can build on that.

Town centre as potential conservation area

- Has some assets but does not seem to constitute conservation area.
- A compromise might be to have protected views, e.g. to the church.

Local Centres

- New local centre to the south-east?
- Anywhere looking at growth, looking at non-

residential to compliment.

- Already have residents in Stanford not in walking distance to corner shop.

Schools

- Going to need new schools, but town growth in 2-3 years not enough to warrant a whole new school:
 - Would be serving other areas too.
 - Everyone from East Tilbury comes to Stanford for school.
 - With academy system, can send children anywhere, so a lot of movement.
- 1500 units are proposed for East Tilbury:
 - There is a 10 min direct train, though not heavily used by students.
 - Bus stops directly at school.
 - Most students probably get driven in.

Potential Growth

- Baryta site – being put forward for change of use, from employment to residential:
 - Undecided whether would be good for town.
 - Question of height – mid-rise could be appropriate as so central.
 - If made residential, should create pedestrian/cycle access of northern sites to town centre.
- Apparent planning consent given for flats at the King Street car-park (central triangle):
- Site to west – along main route to train station
 - Concern over loss of Green Belt function – coalescence with neighbouring settlement.

BREAKOUT GROUP 1 CONTINUED

- Site south of St Clere's:
 - Feels somewhat remote/isolated.
 - Does have existing bridge over railway at northeast corner (15 min walk to station).
- Stanford le Hope Industrial Park to the south railway:
 - HGV's to site down Wharf Road nuisance to town.
 - Consider moving to larger, designated industrial park site.
 - Consider new road from link Wharf Road to DP World access road:
 - Would need DP World permission/cooperation.
 - If develop site south of Billet Lane as residential, would not be appropriate there either.
- Site to the south and end of Billet Lane seem most appropriate:
 - Preserve green spaces.
 - Include new mixed use/local centre to support new development as serve existing eastern neighbourhoods.

CHARRETTE OUTPUTS

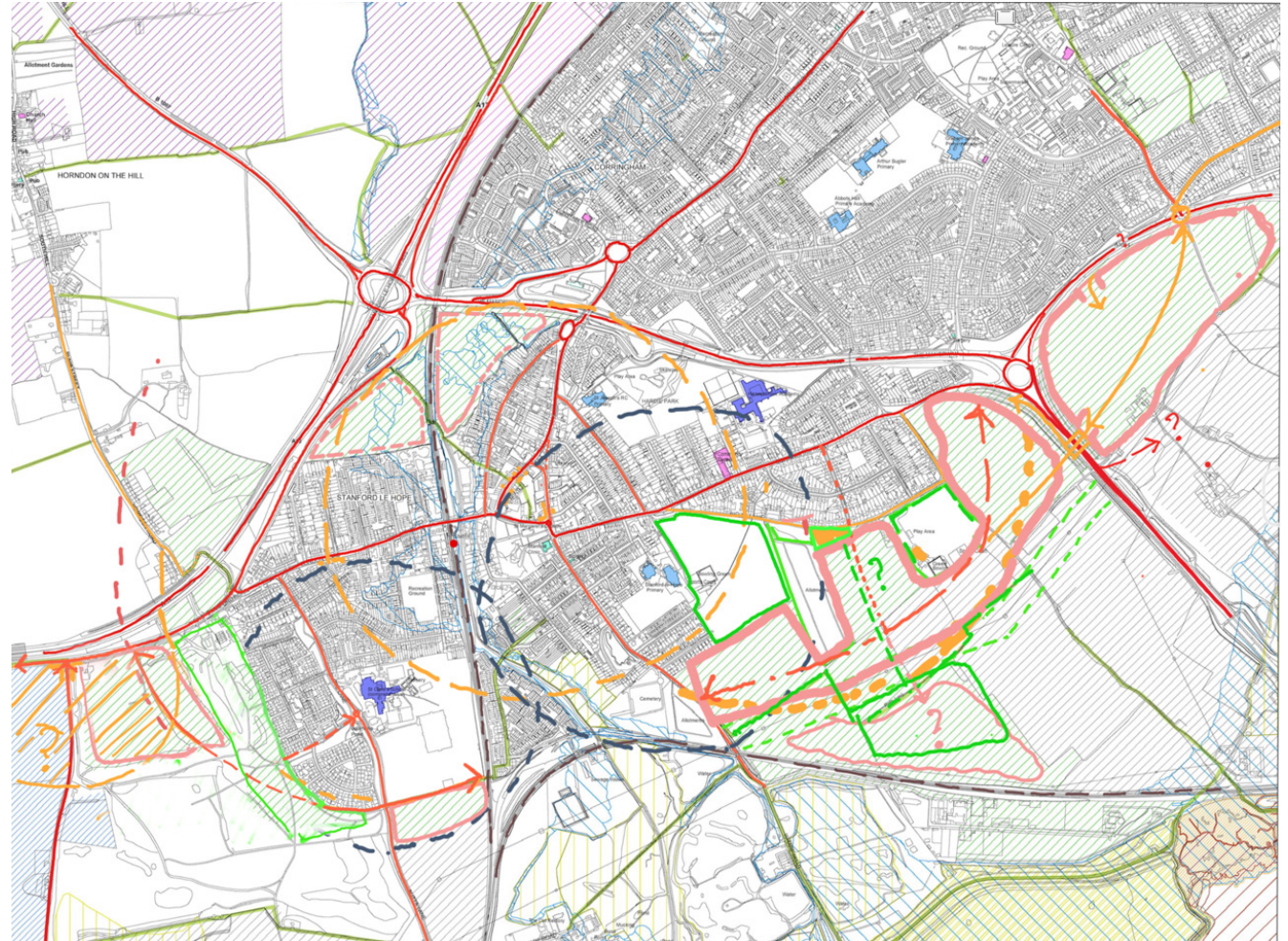
BREAKOUT GROUP 2

GROUP MEMBERS:

- Ben Bolgar, PF - Group lead
- Thurrock Council Officer - Design
- Thurrock Council Officer - Transport
- Thurrock Council Officer - Planning
- Community Representatives:
 - Councillor, Stanford le Hope West
- Landowners/agents:
 - Persimmon (land to south)
 - land to west
 - CRE Planning Consultants (various sites)

KEY DISCUSSION POINTS:

- St Clare's School has recently expanded by 200 places and possibly has some capacity.
- Redrow hoping to build 150 homes on driving range site.
- One site put forward by Barratt's in the Calls for Sites is the country park negotiated as part of the development of the new housing estate on Butt's Lane. Would be a very controversial housing site, even if it wasn't protected open space.
- Discussion on peripheral sites in terms of walkability:
 - One land promoter suggested haven't got enough perfectly walkable sites and need to widen the scope.
 - Council suggested there was a bigger borough picture to consider at a later stage, i.e. there's a need to prioritise across the borough when assessing potential sites in Stanford which are arguably not



BREAKOUT GROUP 2 CONTINUED

ideal but credible options.

- Edge treatment:
 - Councillor suggested edge development to the west would need to be softer and start to blend with countryside, rather than hard edge.
 - Possible linking new village to west on/off A1013 anchored by new centre at junction with Buckingham Hill Road and buffered by an expanded country park.
 - Consider however if there would be space for, and a need for, adequate green buffering to Southfields, in particular if Southfield's grows toward the east.
- Buckingham Hill Road needs upgrade generally at some point, assuming East Tilbury grows.
- Future vision for the A1013?
 - Competing issues and opportunities - in some ways would be nice to downgrade but in foreseeable future might still be needed for high levels of traffic.
 - Emerging transport vision indicates a multi-modal approach.
- Councillor suggested it would be good to have a new heavy goods route between the Stanford Industrial Estate and new port road involving a new railway bridge.
- Opportunities to east – various issues (e.g. pylons – 75m no build corridor, and port road) and opportunities (e.g. potential sites and east-west movement).
- Possible (enlarged and more defined) neighbourhood to east (up to port road) with new

local centre.

- Councillor voiced some concern over extent of proposed growth to east, which starts to erode the existing community's walkable access to surrounding open space/countryside. Corner site to the far east (agricultural site) isn't a problem, as not currently accessible.
- Might help if provide new green infrastructure (e.g. green corridors) within new development linking spaces together and to surrounding countryside, plus new green spaces at the edges to countryside.

CHARRETTE OUTPUTS

BREAKOUT GROUP 3

GROUP MEMBERS:

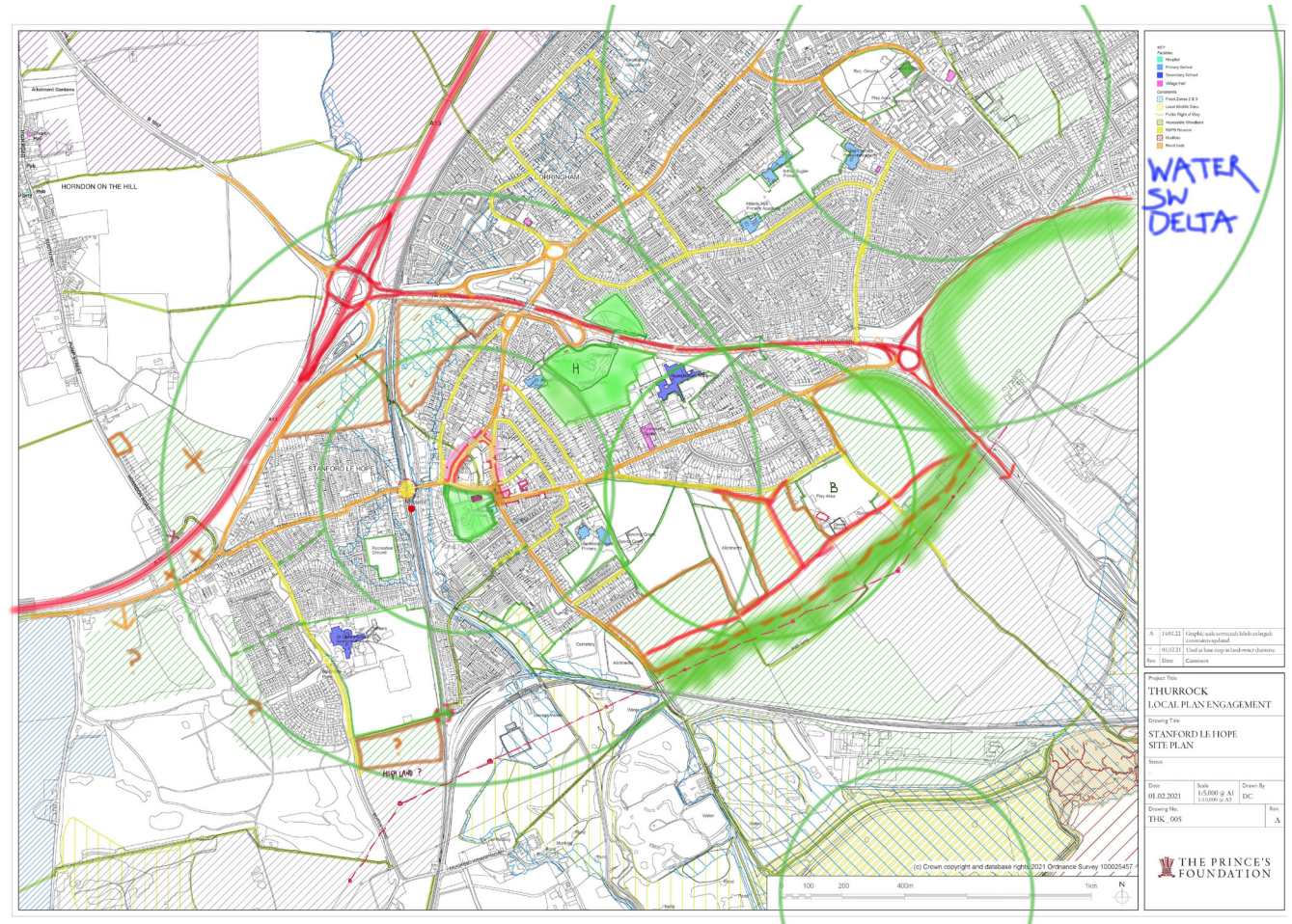
- Andrew Cameron, for PF - Group lead
- Savini Rajapakse, PF - Assistant lead
- Thurrock Council Officer - Design
- Thurrock Council Officer - Flood Risk
- Thurrock Council Officer - Landscape
- Thurrock Heritage Consultant
- Community Representatives:
 - Wyldercrest Parks
 - Designing Out Crime, Essex Police
 - Friends of Hardie Park
 - Thurrock CVS
- Landowners/agents:
 - Persimmon

KEY DISCUSSION POINTS:

Existing

Train Station Area

- The heart of Stanford – St Margaret's, train station, and shops - general area forms the hub.
- Shops have remained fairly active during pandemic and lockdown, they have provided essential local services. Still regular footfall.
- Bank has gone, gained a nail bar and barbers.
- Buildings near the roundabout by the church are of local interest (including shops and old ballroom).
- Key commercial uses: the Co-op/Tesco and the pub.
- Use of station is difficult due to lack of parking, and not many trains (more of a local route).
- Residents may prefer to use other station instead, or



BREAKOUT GROUP 3 CONTINUED

other shopping areas to avoid the access issues of the area.

Hardie Park

- Café and park are important parts of the community (food kitchen and provision for all ages).
- Owned by Thurrock, the charity runs activities on the site and maintains and cleans the area.
- Good wayfinding and active so people feel safe and enjoy using this area.
- CCTV and lighting improvements to underpass which has resulted in greater use. Still a bit of an issue after dark.
- Area to north of underpass is less surveilled and therefore sees less use.
- Possible demographic differences between north/south (separated by Manorway). The south appears to be older group of residents.

Outdoor Amenities

- Leisure Centre is a well-used facility.
- Pegasus Country Club facility (in east) providing bowling/tennis and other activities.
- Lots of green spaces with community activities, most of which are run by community groups. These are varied including allotments, recreation grounds, parks/skate parks/play areas, woodland areas and nature reserves, giving quite a high-quality provision of outdoor amenities.
- These could serve local centres, focused more on leisure activity and less centered on retail and commercial uses.

Movement Issues

- The level crossing by the station is a real issue, as this can block up a lot of the streets when trains pass. This leads to knock on congestion to other, more residential areas.
- Some new one-way systems have helped to ease congestion and make streets safer.
- Roadworks on A13 lead to additional congestion locally.
- Street hierarchy seems to be well-connected (south of Manorway at least).

Walkability

- Stanford le Hope itself forms somewhat of a walkable neighbourhood in terms of distance, with a 10 minute walk from the outer edges to the local shops / train station.
- However, the inclines / terrain can make it more difficult to walk around.
- Legibility, permeability and quality of the walk is somewhat poor, which leads to the perception that it is more suitable to travel by car.
- The most inaccessible areas would be the areas that about the A13 to the North, where they are outside the 10 minute walkable neighbourhoods of both Stanford and Corringham.

Potential Growth

Sites to the north of station

- These sites, just before the junction from Call to Sites, are well into development.

- These areas suffer from difficult drainage, and houses in this area are already flooding.
- Surface water flow paths produce even greater levels of flooding.
- Issues with over-development on drainage sites that need to be addressed before new development takes place. This seems to have been neglected previously as planning permission has been granted without requiring a strategy for drainage to prevent worsening conditions.
- The existence of the A13 and Manorway form physical barriers which limit the neighbourhood inside the 10 minute catchment area.
- The links across the A13 to the north west sites in Call for Sites are known as a bit of a dead end, despite the existence of the footbridge. This area north of the A13 is more likely to be considered as an extension of Horndon on the Hill, than of Stanford.

Sites to the west (and south of A13)

- Noise and pollution in this area make it undesirable as it is directly next to A13.
- Other sites near the golf course could be a little sensitive due to national designations.
- The sites from Call to Sites are on the very edge of the 10 minute catchment from Stanford, so likely to end up a car-based suburb unless a new local centre further west is warranted.
- Some parts could be quite desirable due to connections to the Country Park and links south.

- The railway line would create a significant barrier as there are limited crossings, and this separates the west from many of Stanford's amenities.
- Beyond the school, this area is perceived as quite far from a local centre, and feels like a natural edge.
- Site to south of St Clere's school is a possibility, but this area is 'high land' and therefore these become visible from the river. (Medium – long distance views mean that these should not be visible in introducing a suburban / urban element to a natural view along the river). This also impacted the development of the school which was unable to develop buildings to the south of its site.

Site to south-east

- This area is likely to be the most feasible site for development.
- Pylons cut through these sites.
- New connections would be needed as this area is quite long.
- Allotments are quite well-used.
- Some existing vegetation and concerns about cut-through roads make some people reluctant about these sites.
- A channel along the west edge of the allotments, and continuing south, shows flood risk but only in this limited channel, so development either side may be possible. (Refer to flood risk officer for detailed maps on water flow routes).
- As this area is a fair distance from Stanford neighbourhood centre, a new centre somewhere in

the area seems appropriate, taking in the play areas, leisure provision and allotments.

- Concerns about access to Stanford and Corringham.
- Concerns about Green Belt and establishing a green edge before the road.
- Green and blue networks are important to consider here.

East of the port road

- This area is somewhat isolated. The suggestion is that this area should be a green buffer and edge, and not to encroach onto this area.
- The road is used by a lot of lorries and HGVs.

Summary of Issues

- The arterial routes surrounding Stanford are real barriers and building close to, or beyond them, is not desirable as it is difficult to make connections across them. Therefore, these seem to be the limiting factors of growth of the town.
- The railway is another barrier, and particularly the existence of level crossings which create congestion when trains pass.
- Lots of green space and recreation grounds.
- Despite this, water management and drainage is problematic. There is a shallow water table and this layer of surface water and water flow needs to be carefully understood to be able to identify sites for development without contributing to flooding.
- The station and shops have a nice local character, but are they suited to serve a growing population?

It is likely that people will drive to larger stations / centres further away rather than making the effort to walk to nearby shops.

- Historic core of Stanford is probably quite a draw and gives some local identity.
- This area has many amenities and good community cohesion (it appears) with many assets and locally run initiatives.
- Movement of HGVs and lorries are an issue throughout the borough due to the industrial nature of the Thames area. In addition to the car-dependency of these areas, this can cause a lot of congestion. This highlights the need for rapid mass transit.

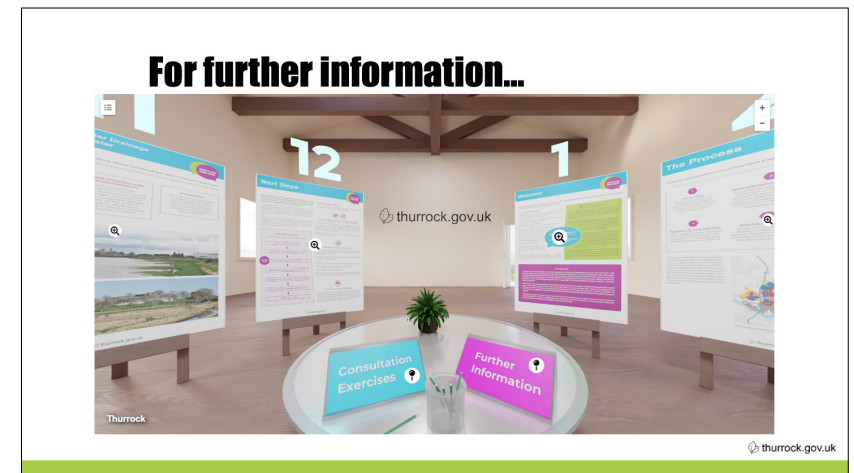
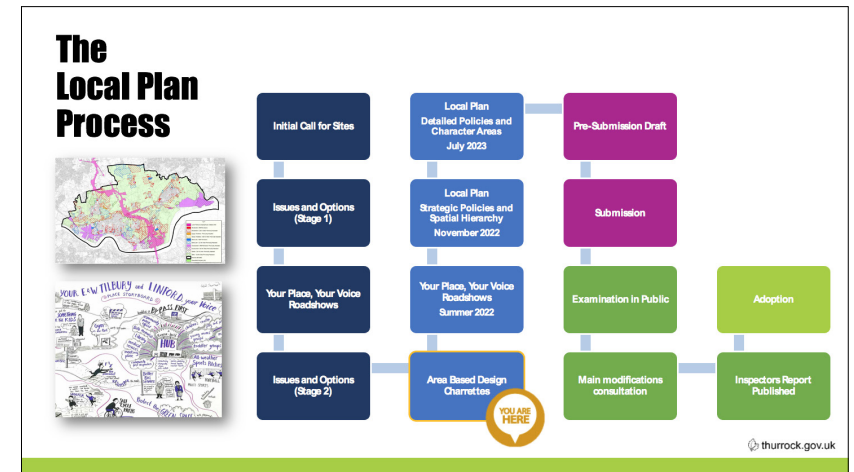
OVERVIEW OF PUBLIC DROP-IN PROCESS

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 17TH, 2022

(4 attendees - 2 councillors, 2 members of public)

Top Priorities

C - Resident:

- Car parking – car park was sold off
- Would like to see variety of shops - seem to have too many fast food places and estate agents
- What's going to happen to police station?
- Understand Thurrock gets people moving in from Newham
 - Need new schools and doctors facilities to go along with increased population
- Danger at mini-roundabout
- Adore St Margaret's Church – 12th century church

C - Councillor:

- Must remove Section 106 and use CIL instead
- £12 new IMC
- New primary works
- Neither from Section 106 payments
- Stanford and Corringham – increasingly young, commuter belt
 - Like their cars

- What are walkability issues with schools
- Believe have several hundred available school places

C - Councillor:

- Hidden infrastructure – serves underground – drainage etc.
 - Have had flooding events
 - Ensure drainage is part of any development discussion
- Contactless commuting - need contactless payment for trains
- Stanford's character – becoming a 'takeaway central' town
 - Opportunity to shape cultural view of the town
 - Need to work to avoid excess takeaways
- Green spaces – well-used, well-regarded, accessible
 - Sea Wall route – think exciting opportunity
 - Estuary fronted local plan
- HGV's – Stanford plagued by Stanford Industrial Estate
 - Opportunity for money for feasibility study – must pursue
 - Wharf Road, but also London Road affected
- Possibility for safe place for bikers?
- EV parking – must consider as existing challenges
- Stanford Beach – between DP World and Mucking. Fronts Thames – great river-facing view.
- CIL agreed with Stakeholder/Agent Stakeholder
- Concept of Neighbourhood Plans?

A - Council:

- Opportunity to create Neighbourhood Plans still

exists. Has turned out to be a big task for local groups, which often struggle to find the resource. Council trying to work with locals and groups though this process.

- SEE Park mentioned – covers much of Thurrock. The first area to be worked on is around Coalhouse Fort. Hopefully the proposals will soon be in public domain. Looking at green routes and linking areas into system of green infrastructure.

Charrette Sketch Plans

C - Council Transport: Odd that no groups identified impact of Industrial Site. Would think ideal for lifting, shifting, redevelopment. Would fix the problems with Wharf Road, use the site for more beneficial use. Also,

- Looking to upgrade cycle network 13
- All new development should have EV provision

A – PF: Someone in the groups suggested taking the route east, but doesn't deal with the use.

EVENING DROP-IN SESSIONS CONTINUED

Teams Chat

[18:50] Council Planning Officer

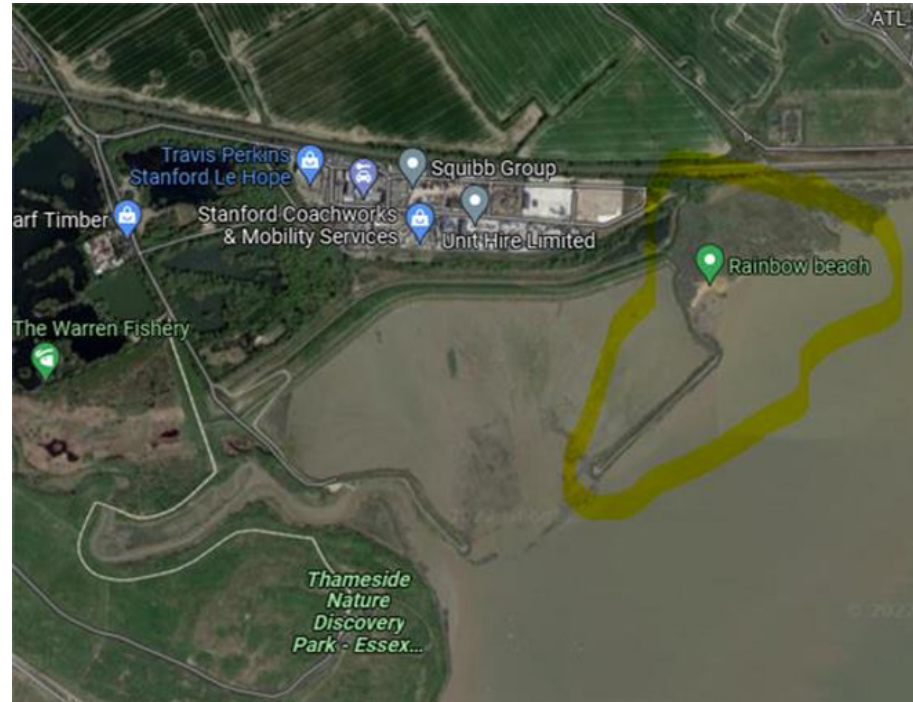
As that is part of the RAMSAR / Special Protection Area, Natural England may have some severe reservations. I have noted the suggestion, however, and I will take it into further conversations.

[19:09] Council Planning Officer

Yes, it is interesting that Stanhope did not come up in conversations and underlines the need to have these conversations many times with lots of different groups of people. We did talk about the site during charrettes with landowners. That it didn't come up today speaks to the nature of the groups, not the nature of the idea.

[19:11] Prince's Foundation

[The industrial site] did come up in our group - although didn't have time to cover it 100%. Fed into the proposal of a route from lower Wharf road to the A1014.



Stamford/Rainbow Beach image shared on Team Chat for clarification

SESSION 2, 7:30PM JANUARY 17TH, 2022

(5 public attendees)

Feedback

- Concerns of building on Green Belt areas (sites to the south). People use farmers' fields for dog-walking, access to outdoor and access to nature reserve etc. Sites to east of allotments are lesser used, but the agricultural site east of allotments is used much more. Billet fields are really well used.
- Safety concerns for new roads / children's playing areas.
- HGVs are a major concern – residents are put off by the concept of new roads as it is assumed that HGV vehicles will have access. Considered a risk due to damage to other vehicles and also safety of roads for pedestrians and children.
- Concerns that demand for shops doesn't exist.
- Elderly population – maybe less mobile and active. A requirement for more bus and public transport.
- Lack of GP surgeries and doctors.
- Objection to greater housing stock.
- Realigning the A13 could resolve some traffic issues.
- Strong demand for greater greenery, residents are more appealed by countryside and nature than any urbanizing effects, in fact they are very put off by growing urban (and suburban) areas, along with more roads, more housing and shops etc. 'Stanford is becoming a dump'.

Teams Chat

[20:14] *Resident*

Doctors are extremely important and it is really very difficult to get an appointment.

[20:16] *Resident*

Can we finish building the train station as well please, it's been just a shell for 3 years.

[20:19] *Council Transport Officer*

The timber yard was a historic development. The other uses, such as Travis Perkins, Squibb etc. were permitted since 2012 and were based upon an extant permission from a single application from 2006, for a mix of B1, B2 and B8 uses. This was approved by the TTGDC, contrary to TC recommendations.

[20:21] *Council Design Officer*

Does the railway bridge between Butts Lane and St Margaret's Ave have any security issues which might be addressed?

[20:31] *Council Transport Officer*

Yes. It is a Victorian brick bridge that is narrow, not well surveyed and is limited in being lit at night.

[20:38] *Council Design Officer*

<https://www.southessex.org.uk/news/more-than-a-park-vision-for-south-essex-estuary-see-park-announced>

More than a park – vision for South Essex Estuary (SEE) Park announced

The latest news and updates from ASELA and the South Essex

SATURDAY DROP-IN SESSIONS

SESSION 3-5

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

(7 public attendees)

Feedback

Hardie Park and green spaces

- Hardie Park looking to get a new building in conjunction with Scouts and the Council to be a multi-purpose community.
- Can the Council help with lighting through the park?
- A better effort could be made to let people know of open spaces on the outskirts which are available.
- Friends of Hardie Park have built excellent community involvement from their development, including the cafe etc, however they are limited by the access to parking and size of the park.

Stanhope Industrial Estate

C – *Resident*: Wharf Road HGVs - tenants willing to contribute to a link road to port, frustration that nothing has been done. A link road joining to the existing roundabout is the easy solution.

A - *Council Transport*: Not an easy solution, from an engineering point of view. And going over the railway is not straightforward; Council has suggested it themselves.

C – *Resident*: Serious concern over safety. The lorry count is not accurate; lorries break the law daily

A - *Council Transport*: Will speak to highways enforcement.

C – *Resident*: Council Transport Engineer said to write to him personally and he would talk to planning enforcement.

- Support for an alternative route to/from the industrial estate bypassing Wharf Road.

Traffic

C – *Resident*: Traffic calming measures were taken out

C – *Council*: The humps were brought in during Covid to encourage people to cycle on the road, not on the pavements. Have been monitoring the speeds and the only area in which people kept to the speed was South Ockendon, so the other humps have come out as they were considered ineffective. Speed cameras brought in due to accident levels on Southend Road.

C – *Resident*: Not enough parking in the town, even with Sandpits Car Park. Greater parking enforcement around schools would help.

Concern over impact from Lower Thames Crossing, traffic and congestion

Infrastructure

- New doctors, new school, where are they going?
- Further residential areas will increase the need for educational places at both primary and secondary ages, most schools are already oversubscribed.
- Section 106 funding is distributed too thinly and cannot cover the infrastructure required to support new growth.

Overall needs

- Feeling that Thurrock is being asked to provide for

London's housing needs, which is resented.

- Opinion that there is nothing positive about any of the sites; all indicate more traffic.
- Agree with need to preserve outside spaces, youth centre and clubs for children/young adults, holiday clubs (parents have to go to Grays /Chafford 100).
- Would like community hub like in Aveley.
- Feeling that resident's opinions do not matter and decisions on development are made by people who aren't life-long residents of the borough.

Pollution

- More houses and more cars mean more pollution.
- Hardie Park has a wonderful cycle hub, but the reality is that people get in their cars when it rains.
- Worry that the expectation of electric cars will keep the Council from addressing pollution.
- Consolidated Plan
- Area 2 is more out of the way so may be preferable to existing residents.
- Area 4 would block residents' views of farmers' fields.
- Areas 5 and 7 are more logical areas for development, as they link to both Stanford le Hope and Corringham, whereas Area 2 is more on the outskirts.
- Area 5 is used for fairs and festivals. Hardie Park can provide for some, but Area 5 allows better for access and parking.
- Wharf Road is a haven for walkers and mental health, therefore strongly against Areas 4 and 6.

CHARRETTE OUTPUTS

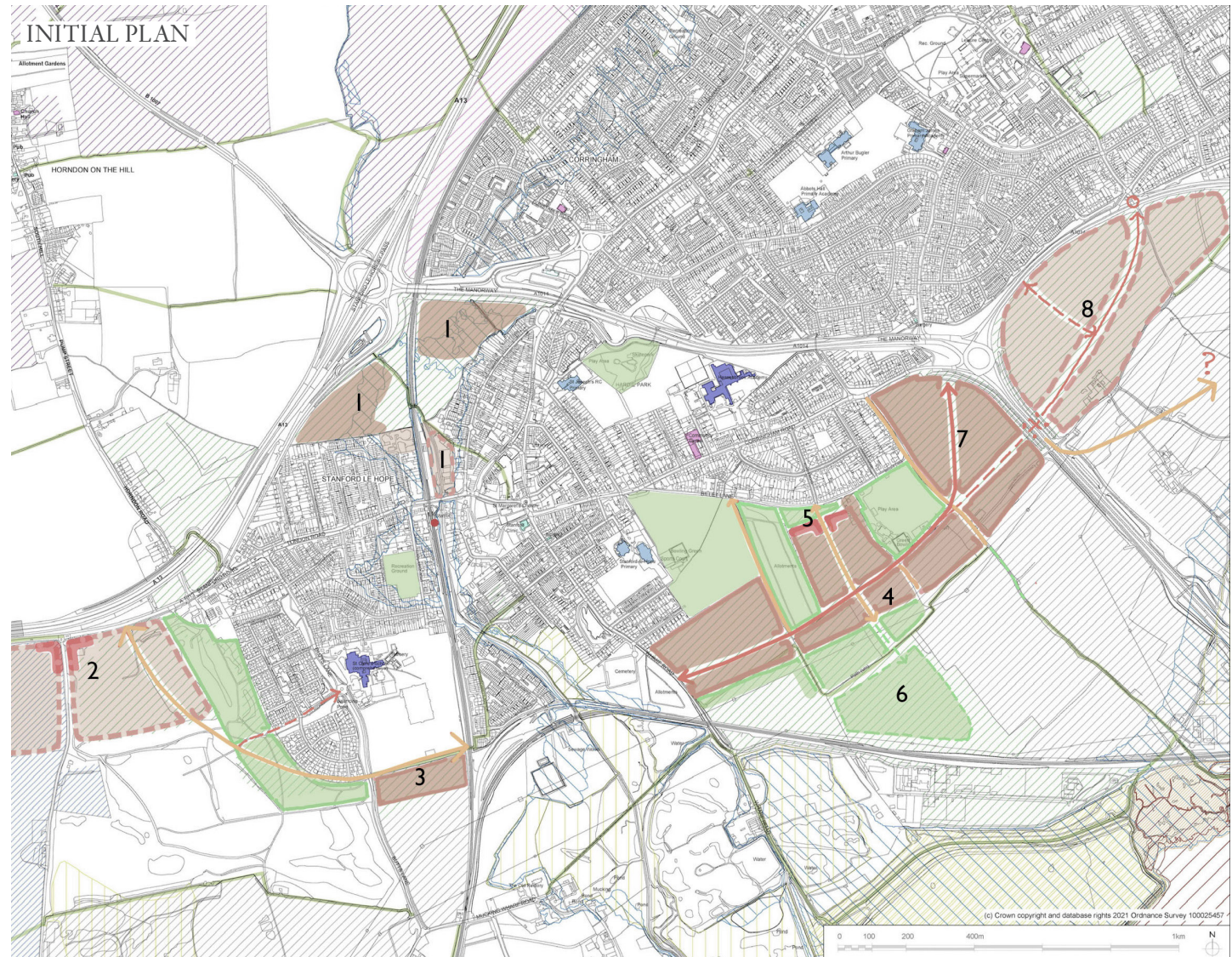
CONSOLIDATED PLAN

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.

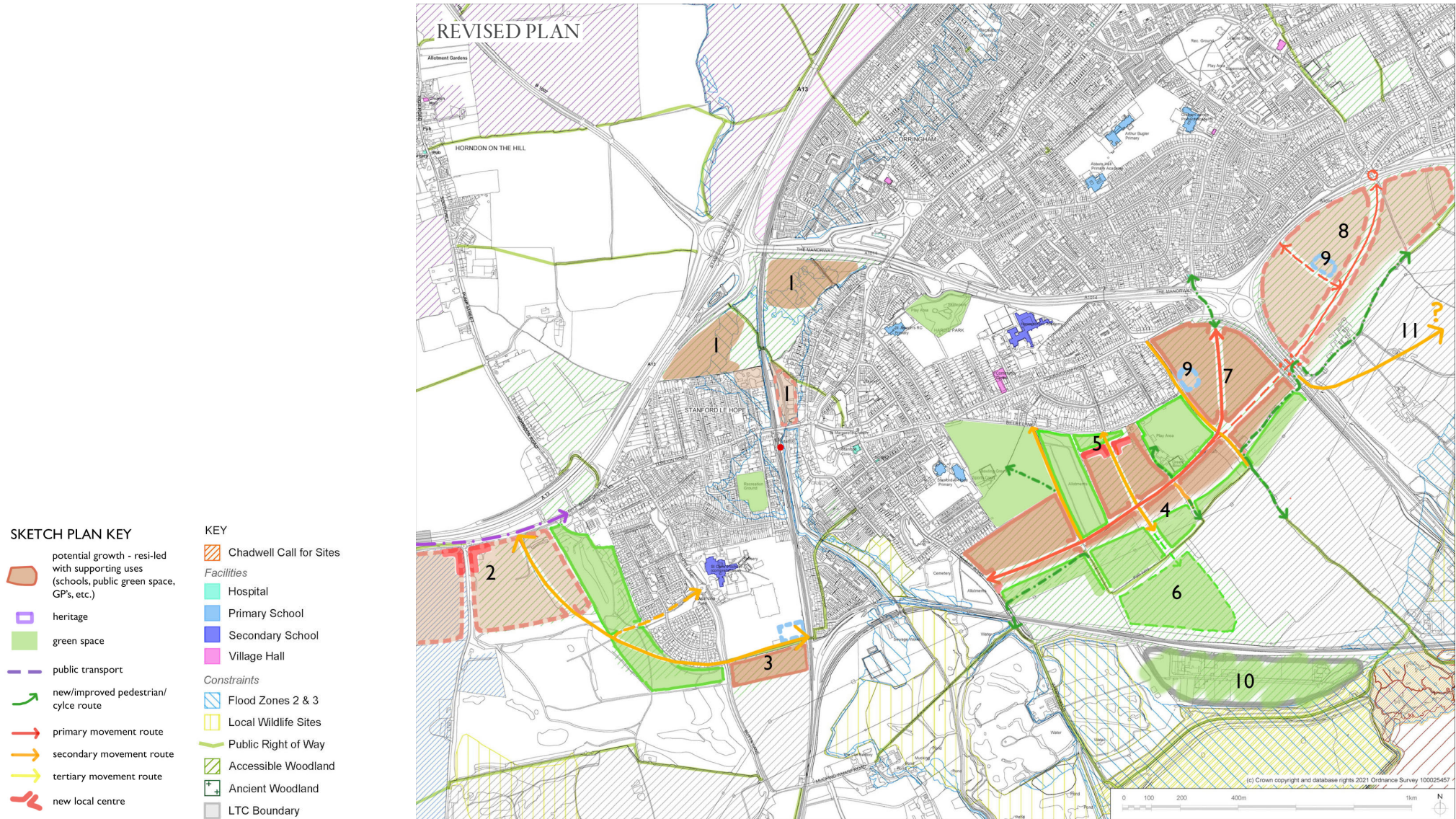
Revisions - from the initial plan (right) to the second version (next page) entailed:

- RMT added (at 2.), as rational for development there relies on a sustainable transport route.
- Suggested locations for primary schools added.
- Reduced extent of development at 4., express green edge, and join up green (ped/cycle) routes from Corringham to Mucking Flats.
- Showed green routes to/through rec ground, Billet Park, and across Manorway.
- Addressed industrial site.



Note: Paler coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p46.

CONSOLIDATED PLAN CONTINUED



Note: Paler coloured hatching below the consolidated plan is the original 'Call for Sites' areas, which can be seen in full on p46.

Consolidated Plan Notes

1. Northern sites either side of the railway already have planning permission for approx. 280 homes (combined). Pedestrian access to town centre is limited, so consider if development at Baryta and gas site could help permeability.
2. Western sites seem somewhat remote but are on the main route to the train station. If mass rapid transit is also implemented along this route, development could be considered sensible. Conscious of potential coalescence with Southfields, but a local centre here could serve both existing and new communities. Would want to ensure pedestrian/cycle links along the A1013, to St. Clere's school, and to the railway bridge to the south.
3. Site south of St Clere's again feels somewhat remote, isolated, but does benefit from a footbridge over the railway and proximity to the secondary school. A new primary school is also being considered in relation to this development, and as there is currently no primary school west of the railway, this could be a benefit to the community.
4. The sites to the south-east seem the most promising for sustainable development. They are hemmed of by the pylons, which would likely be too expensive to underground, but the buffer zone required could serve as a clear boundary to the settlement. The area benefits from substantial green space, which should be preserved.
5. This side of town is out of the 10 min walking catchment of the commercial town centre and therefore would require a mix of uses, which could be delivered around a new village green.
6. Explore mitigating this development with additional access to open green space.
7. The main route serving this area could also relieve some of the HGV traffic currently experienced along Wharf Rd.
8. The east-most site is currently cut-off by the Manorway and private port road. Sustainable growth here would therefore be more challenging and would require a crossing at the port road and multimodal access to Corringham via the Gifford's Close roundabout.
9. This amount of development would likely warrant a new primary school, which should be centrally located to optimise walkable access for the greatest number of students.
10. Consider 'lift and shift' of the industrial site to a larger industrial park with dedicated motorway access in order to relieve the town of HGV traffic from Wharf road.
11. Idea to reroute Manorway to Thames Haven. This would allow for a downgrading of Manorway to a normal two-lane road integrating the new site to the south and also removing heavy goods traffic away from the historical Corringham Village.

CONCLUSION & NEXT STEPS

The charrettes served as a rare opportunity for Council officers, landowner agents, and community stakeholders to come together and explore, in depth, key areas identified for growth in Thurrock's Local Plan. The public (virtual) drop-in sessions and online consultation activities were a vital complement to the process, both checking the team's work against local perspectives and keeping the public abreast of and involved in the ongoing plan making process.

Thurrock is faced with high housing requirements, large scale economic activity from the Freeport, and substantial impact from the potential Lower Thames Crossing route. Within this context, the charrette process and public drop-ins have brought the Council closer to identifying: the most sustainable areas for development of new housing and local centres; what areas should be protected; and what social, physical, and natural infrastructure should be delivered alongside.

The Council will now use the information and ideas garnered from the charrettes and public feedback. We foresee this report as being a key informant to the local plan. However, the Local Plan process is still at an early stage. Thurrock Council and its partners are still working on various other studies and will be undertaking additional consultation exercises to inform policies and allocations in the emerging Local Plan. It is important to remember that this report, together with those for the other eight identified focus settlements, are not the draft 'plan'.



CONTENTS

Summary pages of the technical briefings given during the charrette:

- Introduction, Welcome & Local Plan
- Enquiry by Design Process
- Historical Development of the Settlement
- The Settlement Today: the built environment
- The Settlement Today: the natural environment
- Housing Need
- Health and Wellbeing
- Economy - Centres and Ports
- Infrastructure (Education, Utilities, Climate Change)
- Flood Risk and Drainage
- Transport
- Call for Sites
- Community Engagement
- Lower Thames Crossing

Charrette Morning Q&A and Discussion

Charrette Virtual Site Tour

INTRODUCTION, WELCOME & LOCAL PLAN

THURROCK BOROUGH COUNCIL

The charrettes were opened by officers from Thurrock Borough Council. They introduced the process and Local Plan as follows.

INTRODUCTION AND WELCOME

- Thurrock Council is working on a new Local Plan, which will shape growth through 2040
- Currently hosting place-making focussed engagement process facilitated by The Prince's Foundation and Snapdragon
- Thurrock wants to do things differently - designed and collaborative, rather than the usual 'behind closed doors' process
- Through these charrettes, are looking at design of the built environment
- Built environment includes towns, transport, ports – and how all of these affect the countryside
- Held landowner workshops in early 2021 – now turn of the wider community
- Holding stakeholder workshops (charrettes) for each growth area
- And open public drop-ins – two evening weekday, three on Saturday
- Tried to make sure the process includes wide range of community stakeholders with invites going to local groups
- Outcomes of the day – sketch plans and list of key ideas and improvements for the area - will be presented to the wider public at the open drop-ins

LOCAL PLAN

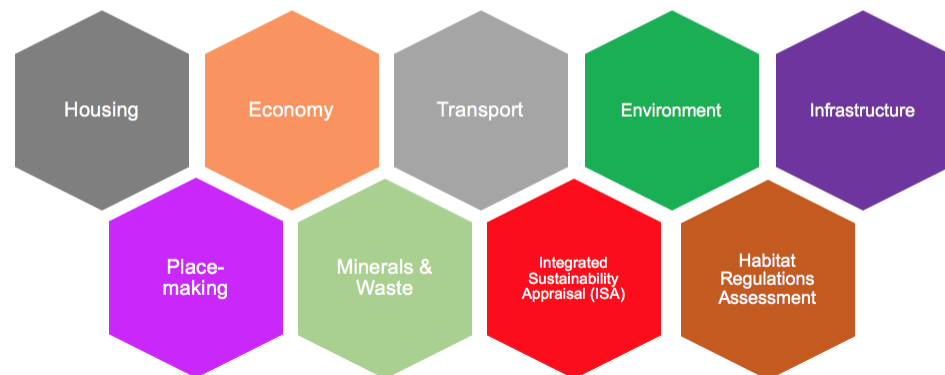
- Thurrock's current plan is from 2011 and so requires updating
- Will offer the long-term development strategy up to 2040
- Will cover:
 - Where new homes should be built, and how many, what type: affordable, size, special needs, etc.
 - Where new businesses, shops, leisure can go
 - Which areas need regeneration
 - Which areas should be protected from development (due to environmental qualities, high flood risk, etc.)
- Infrastructure Delivery Plan will accompany the

Local Plan - where infrastructure is needed and how it might come about, be funded

- Timeline:
 - Issues and options 2016 and 2018
 - Currently working on Draft Local Plan - set out what sites to allocate and the scale – due late 2022
 - Open for Public consultation
 - Revised, second draft
 - Adoption still 2-3 years away
- Over last couple years working on evidence base
- Held Call for Sites – where landowners and promoters put forward land for consideration
 - Much for residential, some for other uses –



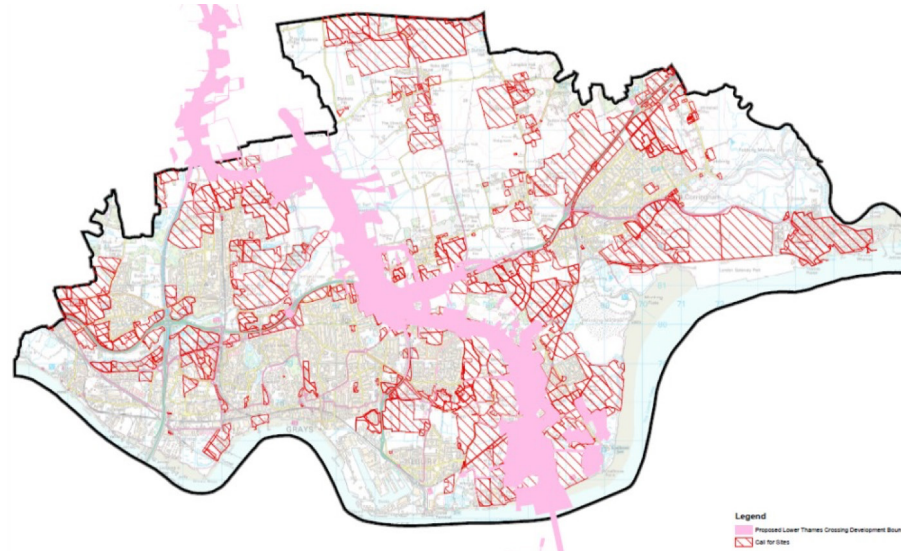
DEVELOPING THE EVIDENCE BASE



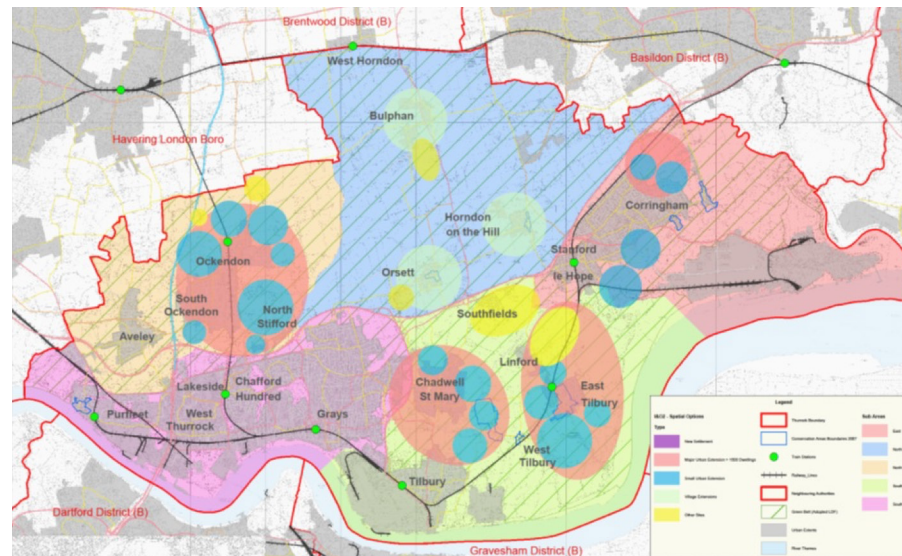
employment, leisure, etc.

- Council does technical site assessment – alongside this placemaking process - to determine which sites could be appropriate for growth

- Lower Thames Crossing (pink band on map)
- Some used for road permanently, some only temporary for works and access
- Character areas: Eastern, Fens, rural north, Aveley/Ockendon, urban Purleet and Grays
- Taking place-based approach. Several layers to this:
 - strategic (sub-regional/borough-wide);
 - five character sub-areas, and then
 - places (specific towns and villages)



Sites submitted in the Call for Sites (red hatch) and Lower Thames Crossing DCO application boundary (pink)



The five character areas and growth locations as identified in Issues and Options 2

ENQUIRY BY DESIGN

THE PRINCE'S FOUNDATION

The Prince's Foundation set out its role in Thurrock's Local Plan process and approach:

- Working with Thurrock Council to provide place analysis, visioning and spatial strategy work at a key early stage in the preparation of the Local Plan
- Three strands of work:
 - Council gathers evidence base;
 - Engagement with landowners and developers, who share technical information helping team better understand sites' constraints and potential;
 - Hold place-based tangible work with community early on – upstream democracy.
- Afternoon sessions to look at where growth would be most sensibly located and what local improvements are needed.
- Drawing things today to solicit a response – to give the public a starting point to comment on.
- This work will feed into and inform the technical work of the Site Assessment process

PLACEMAKING APPROACH

- Walkability – Traditional cities were built on muscle power and were therefore compact, efficient and inherently walkable.
- Cheap fuel and machine power has caused us to build up and out in unsustainable ways.
- Cars allowed people to live outside towns and cities, hollowing out the vibrancy of their centres.
- Aiming, therefore, to create sustainable walkable urban villages.

- Have learned that people are happy to walk 5min (4-500m) before turning to another mode of transport (usually car).
- Poundbury, extension to Dorchester – example of Prince's Foundation approach.
 - Created social, financial, environmental value, with mixed use centres and good architectural and urban design.
 - 30% integrated affordable housing.

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

CONTEMPORARY SUBURBAN MODEL

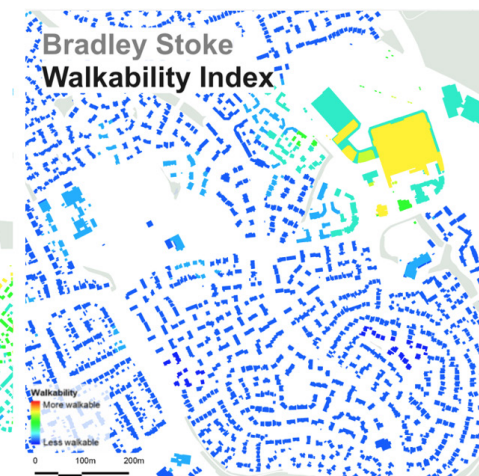
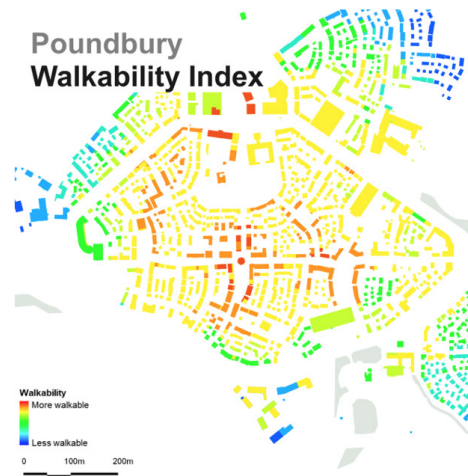


SUSTAINABLE URBANISM

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



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



Space Syntax

HISTORICAL DEVELOPMENT OF THE SETTLEMENT

PRESENTED BY NADA ELFEITURI, THURROCK BOROUGH COUNCIL; CONTENT BY PAULETTE MCALLISTER

- Historic buildings are clustered in the village core – original settlement around church on elevated ground.
 - Church of St Margaret of Antioch – Grade I listed.
- Expansion in the Victorian and inter-war years due to the railway, with some art deco influence architecturally (e.g. at the parade of shops).
- Most intense expansion post-war - did not feed off attributes of the historic settlement pattern.
- Hoping to find out from the local community what is worth protecting / at risk / of value to them
 - Local List of Heritage assets to be compiled.
- Possible conservation area status for the village core.
- Village heart with notable architecture and public realm, but that needs enhancing
 - This could be enabled through new development,
- The watercourse - Hope rivulet - has a significance and this should be more celebrated and understood, linking to urban ecology and pedestrian and cycling permeability.



*Left: 1777 plan of Stanford le Hope
Below: Places of historic character, but with room for improvement, in Stanford*



THE SETTLEMENT TODAY - THE BUILT ENVIRONMENT

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

- Stanford le Hope is in the eastern region known as the 'Farmlands'
- Can reach London in under an hour by train.
- Has a neighbourhood centre with local high street – potential to be a sustainable town. Includes library, post office, church.

Growth sped up in the 1960s and 70s with the creation of the Coryton Oil refinery, which brought more jobs.

- Mostly low-mid density development - two-storey, many semi-detached

- Some three-storey apartments, terraces, and more modern housing projects such as Bracelet Close by Bell Phillips (located in Corringham).

- Today Corringham and SLH have grown next to one another and act as extensions to each other.
- Several well-loved heritage buildings in SLH
- A rich pattern of environmental assets which are recognised natural conservation areas near the riverside and the marshes.
- Many open spaces including allotments, playing fields and sports pitches.
 - Has many of the key ingredients for a good quality of life.
- Quality urban environment could be improved – e.g. with street trees and good paving material
- Building materials: brick, white weather board, render.
- Active town but could use greening initiatives and reduction in car dominance.



Red brick, with some flint from the local chalk quarries are a dominant original material. More recent development departs from this with a buff brick with poor quality detailing,

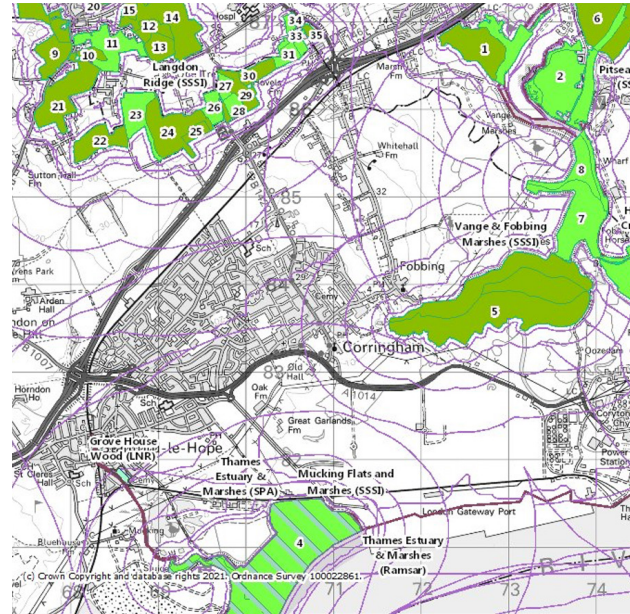
White render and white weather boarding are the less common original materials. Black timber board buildings are sometimes found on farms.

The untreated timber boarding is out of character with its neighbours and will weather differently over time. Next to a white weather boarded house its effect is different, each plot needs a unique approach.

THE SETTLEMENT TODAY - NATURAL ENVIRONMENT

PRESENTED BY STEVE PLUMB, STEVE PLUMB ASSOCIATES LTD

- Developed on higher ground away from historic marshes and fens.
- Lots of recent mineral extraction to the west and south – significant impact on the landscape.
- Country park to the north which has high value with good views.
- Former mineral sites off Wharf Road have been restored as fishing lakes.
- Managed realignment of the flood defence was carried out by DP World to mitigate effects of London Gateway on the mudflats.
 - Resulting Stanford Wharf Nature Reserve is popular local destination with new links to the surrounding countryside.
- Land to the west has few designated ecological sites, due to a combination of intensive arable farmland and mineral extraction.
- Closest settlement to the internationally important Thames Estuary and Marshes Special Protection Area
 - Is within the Zone of Influence where residential development needs to pay a tariff to fund additional mitigation to reduce the risk of disturbance of overwintering birds caused by increasing visitor numbers.
- SLH is within the initial delivery phase of SEE Park with improvements being planned along the coastal path.
- At local level the Friends of Hardies Park have been



*Above: Ecological designation sites; Top right: Public rights of way;
Bottom right: view from Stamford le Hope towards the ports*



very active and helped positively enhance the park.

- Marsh has lent itself to industry and trade, and this means paths and bridleways need to be developed as they haven't existed historically.
- Railway and roads (esp. A13) present barriers. Improvements to routes are necessary.

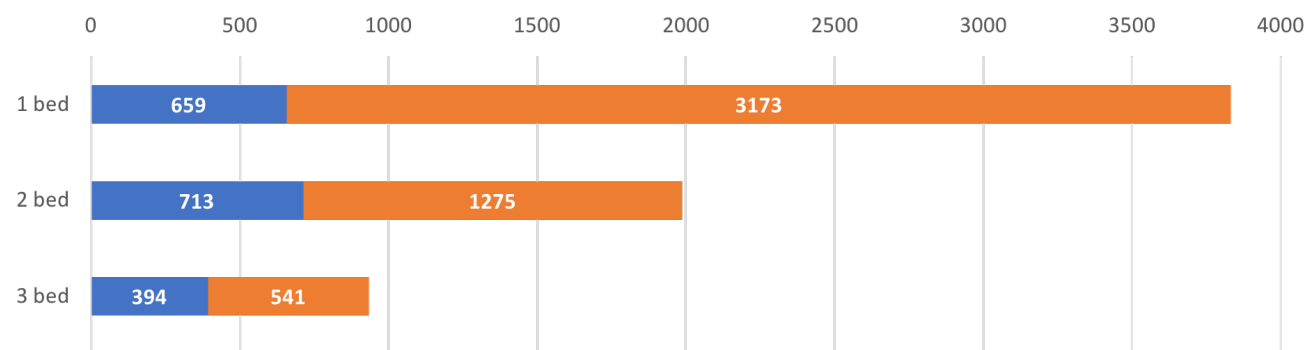
HOUSING NEED

PRESENTED BY RYAN FARMER, THURROCK BOROUGH COUNCIL

- Corringham and Fobbing have a higher income than Thurrock average, whereas Stanford Ward lower than average.
- Stanford le Hope West Ward - higher than Thurrock average property price rise 2015-20 (50%)
- Council provides sheltered housing to over 60s.
- High demand for affordable housing in Stanford and Corringham
- Shortage in housing stock is evident.
- Council has most 3-bedroom houses.
- Thurrock wide: most 1 bed bids, but most active 2-bed bids (for social housing).

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

Average property purchase price - Stanford le Hope and neighbouring wards



Graph showing Thurrock council housing register applications by bedrooms

HEALTH & WELLBEING

PRESENTED BY SUE BRADISH, PUBLIC HEALTH, THURROCK BOROUGH COUNCIL

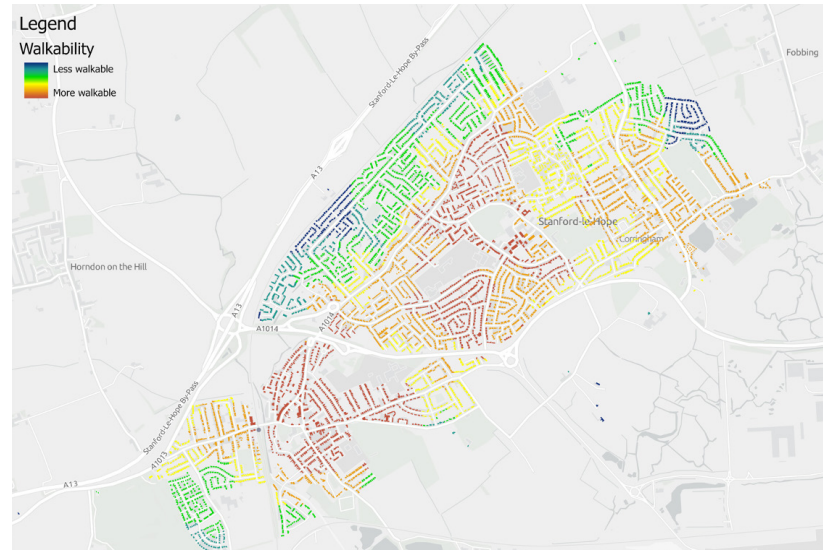
- Key health concerns relating to health inequality:
 - children living in poverty
 - high number of smokers
 - weight related ill health
 - long-term health conditions
 - hospital admissions for stroke.
- Employment as an important factor for wellbeing.
- Priorities include access to parks and green space, self-care including walkable neighbourhoods, access to healthcare facilities, intergenerational recreational opportunities.
- 2 pharmacies, 3 GPs, 2 opticians, 1 dentist – but insufficient medical service for the population
- Nearest IMC will be in Corringham (due to open spring 2022)
- GPs in particular would be needed with an increase in population.
- SLH health and wellbeing positives:
 - Access to green spaces and play areas
 - A sense of community and good community facilities such as the Children's Centre
 - Good access to local health services



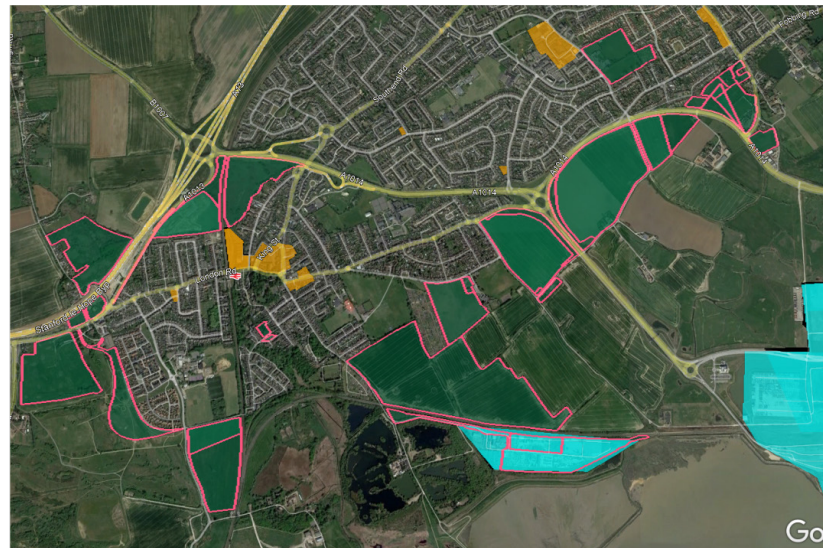
ECONOMY - CENTRES AND PORTS

PRESENTED BY ZOE MCADEN, THURROCK BOROUGH COUNCIL

- SLH's town centre and smaller parades have a lot to offer and people travel in from the surrounding area to make use of them.
 - The shops are also convenient to the train station.
- Newer estates - suburban subdivision of uses necessitates a car or a good bus service to navigate.
- Car ownership is a barrier to access employment.
- Issues with HGVs driving through town to reach Stanhope Industrial Estate. Developers have suggested this be redeveloped for housing. Residents thoughts?
- HGVs drive through the town to access industrial areas.
- Have a requirement for more jobs in Thurrock and the new Thames Freeport will provide over 21,000.
 - Opportunity to grow Thurrock's economy and provide high quality jobs and skills training.
 - Income generated by having a free port can be reinvested in communities in lots of ways, ultimately improving the quality of life for residents.
 - How to get best value? Public transport for workers, related jobs, education/vocational training?



Stanford and Corringham walkability index



Main employment spaces in yellow and Call for Sites land in green

EDUCATION

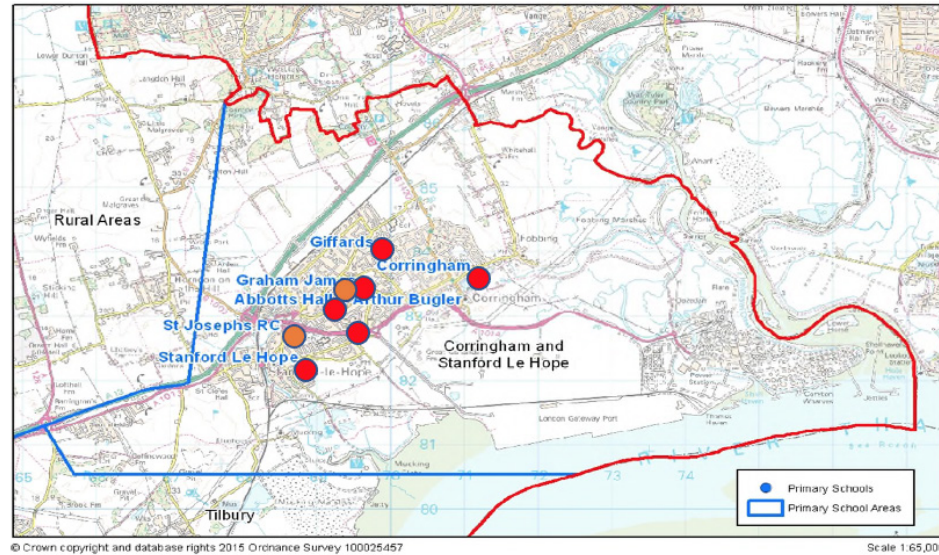
PRESENTED BY ZOE MCADEN, THURROCK BOROUGH COUNCIL

PRIMARY

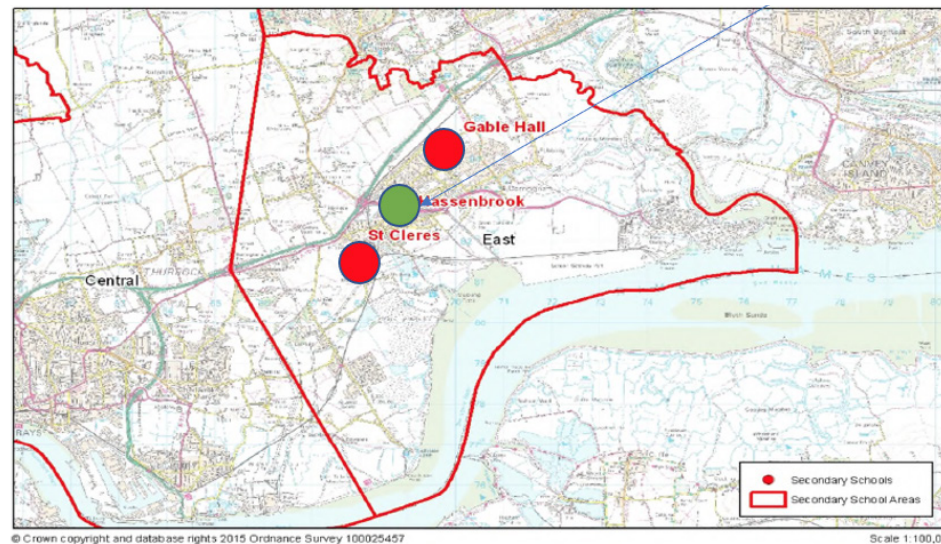
- Primary schools – Corringham and Stanford le Hope planning area
- All seven are nearing or over capacity.
- 402 students for 360 places in September 2021

SECONDARY

- Three schools: Hassenbrook with capacity; Gable Hall and St Clare's over capacity
- No current plans to open new schools.
- An expansion at St Clare's provided 200 places and Hassenbrook has added bulge classes.
- Issue where additional education space is needed but there is not quite enough demand for whole new schools and many have already been enlarged.



Primary schools in the planning area

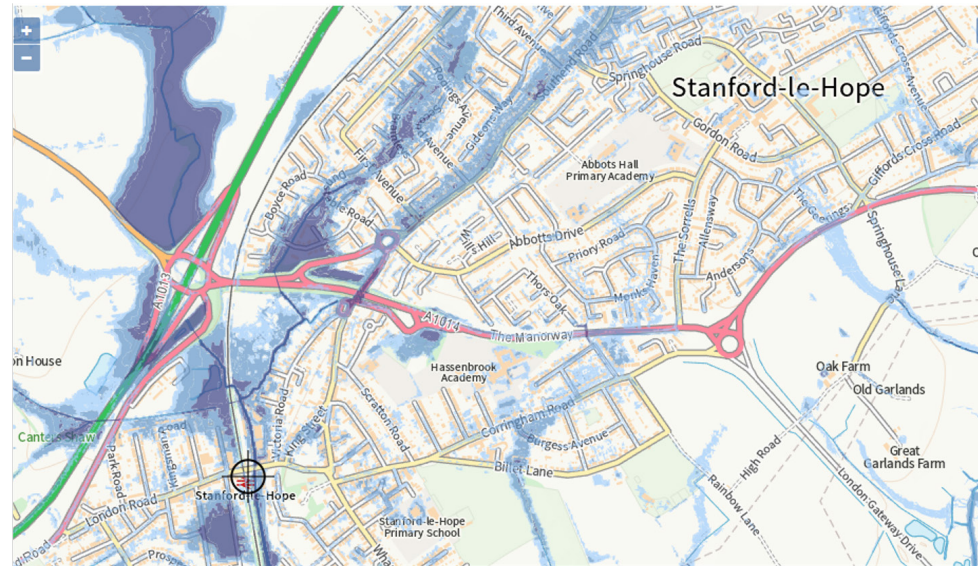


Secondary schools in the planning area

FLOOD RISK

REMSHA MOHAMMED REMLA, THURROCK BOROUGH COUNCIL

- Stanford le Hope may be highly impacted by flooding, particular relating to areas around train station and by-pass junctions. This is due to poor drainage in the area.
- Instances of flooding, e.g. Jan 2021
- Developers must form drainage strategy to mitigate risk of flooding to properties and adjacent land.
- Any future drainage which is to be sustainable will also be sympathetic to the nature and lie of the land.



Left: Areas at risk of surface water flooding; Lower left: flooding at Bell Reeves Close; Below: Surge at Stanford Brook



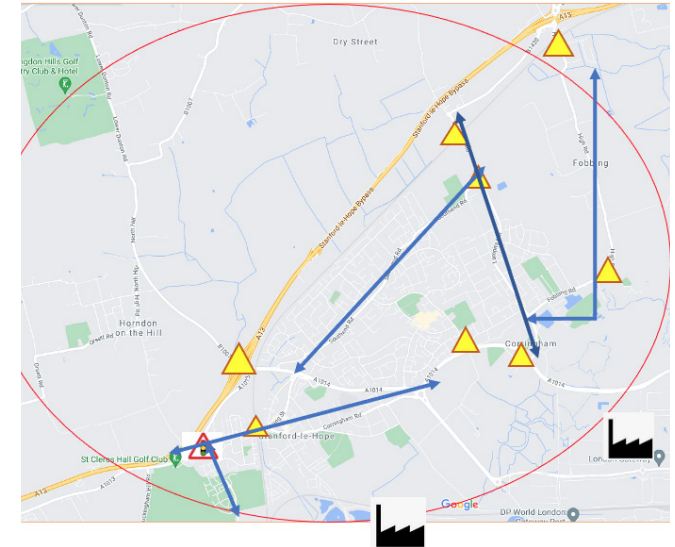
LOCAL TRANSPORT

JULIAN HOWES, HIGHWAYS, THURROCK BOROUGH COUNCIL

- Know of a number of issues experienced by residents of Corringham, Fobbing and Stanford le Hope.
- Capacity issues at Rookery Corner.
- Level crossing can cause disruption and delays due to the number of trains and when delays occur on the rail network.
- Number of other areas where there are issues with traffic capacity, highway conflicts and road safety. A few examples are below:-
 - The roundabout junction of the A13 with the Manorway.
 - Giffords Cross Road junction with Manorway complications.
 - Rookery Hill left in and left out.
 - The narrowness of roads through Fobbing.
 - The rail crossings at Fobbing (level crossing) and along the Southend Road (narrow bridge).
 - Southend Road junction with Lampits Hill.
 - Vehicles come through both towns to get to the industrial areas.
 - Drivers use the town to avoid traffic on the strategic highway routes such as the A13.
- Growth in the area would allow creation of bypass routes to make better links and avoid routes through the residential areas. A number of potential solutions:
 - Close level crossing in Fobbing
 - Close access to Lion Hill except for buses
 - New bridge across railway line near Southend

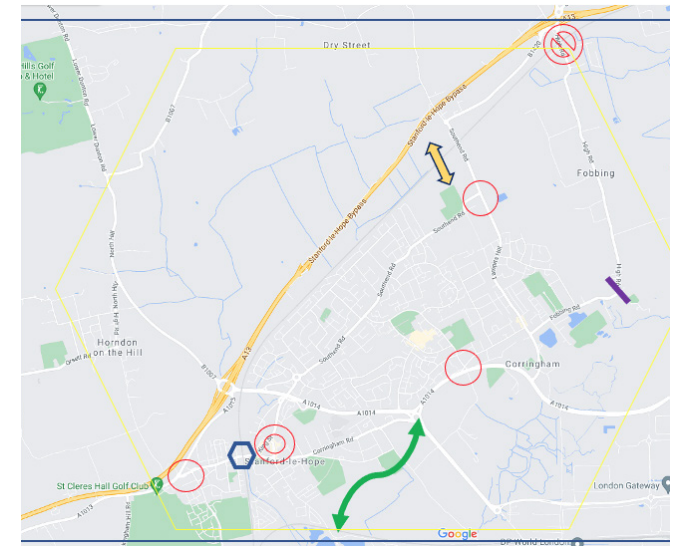
Road and downgrade existing bridge to walking and cycling

- Upgrade of Southend Road and Lampits Hill junction
- Improvements to Giffords Cross Road junction with Springhouse Road and the Manorway
- Potential by-pass link to unlock greenbelt and to provide HGV by-pass for Stanhope expansion
- Reduction of traffic in historic heart of Stanford le Hope town – closure of links?
- Improvements to train station (underway) and enhancements for PT access north
- Capacity improvements at Rookery Corner
- Control and monitoring of HGV routing



TRANSPORT VISION

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



Local traffic problems diagram (above) and potential solutions diagram (below)

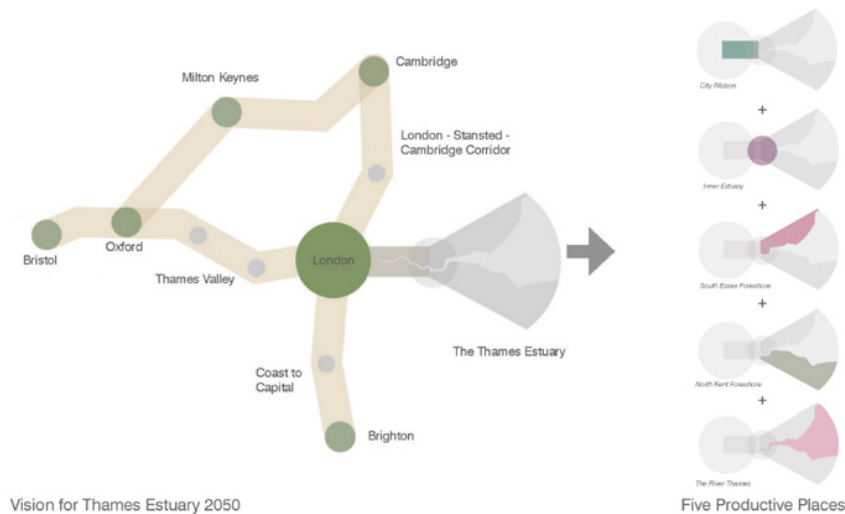
TRANSPORT VISION

RICHARD LATCHAM, TRANSPORT CONSULTANT

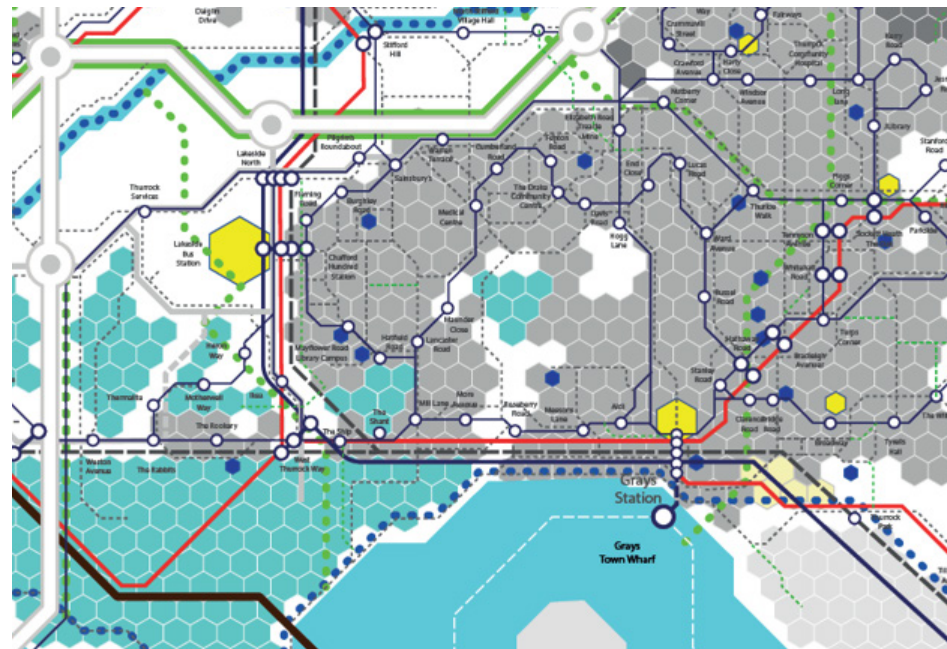
- Thurrock Transport Strategy 2023-2040
- Will establish a new strategic approach, policies and guidelines
- Detail how Council will plan for and deliver improvements across the transport network
- Three main parts:
 - Vision (2050)
 - Strategy (2040)
 - Action/Implementation Plan (5-year programmes)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



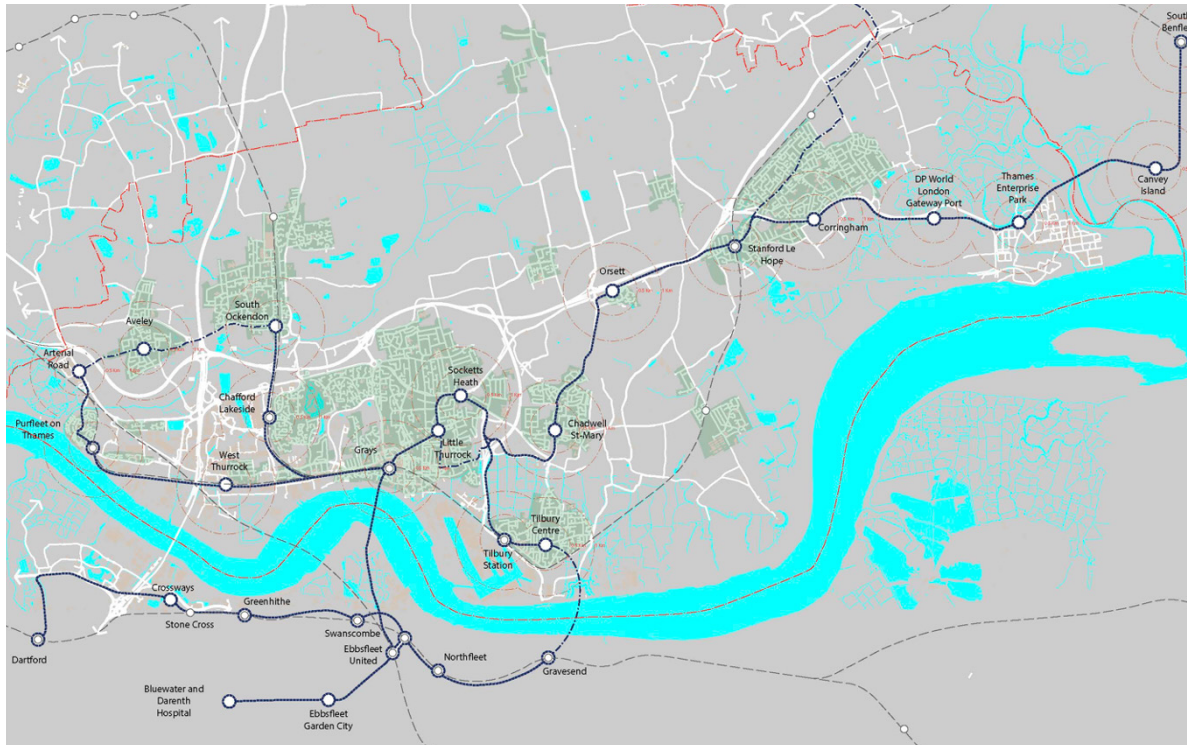
- Thurrock) as is considered a national priority.
- At strategic level, for sites in the Green Belt, prioritising:
 1. Major transport investment in River Thames Connectivity. The start being successful Town Improvement funding bids for Grays and Tilbury.
 2. The promotion of sub-regional rail passenger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



Thames Estuary 2050 Growth Commission diagram - Thurrock in grey circle



Illustrative concepts for growth area transport strategies



Potential mass rapid transport route

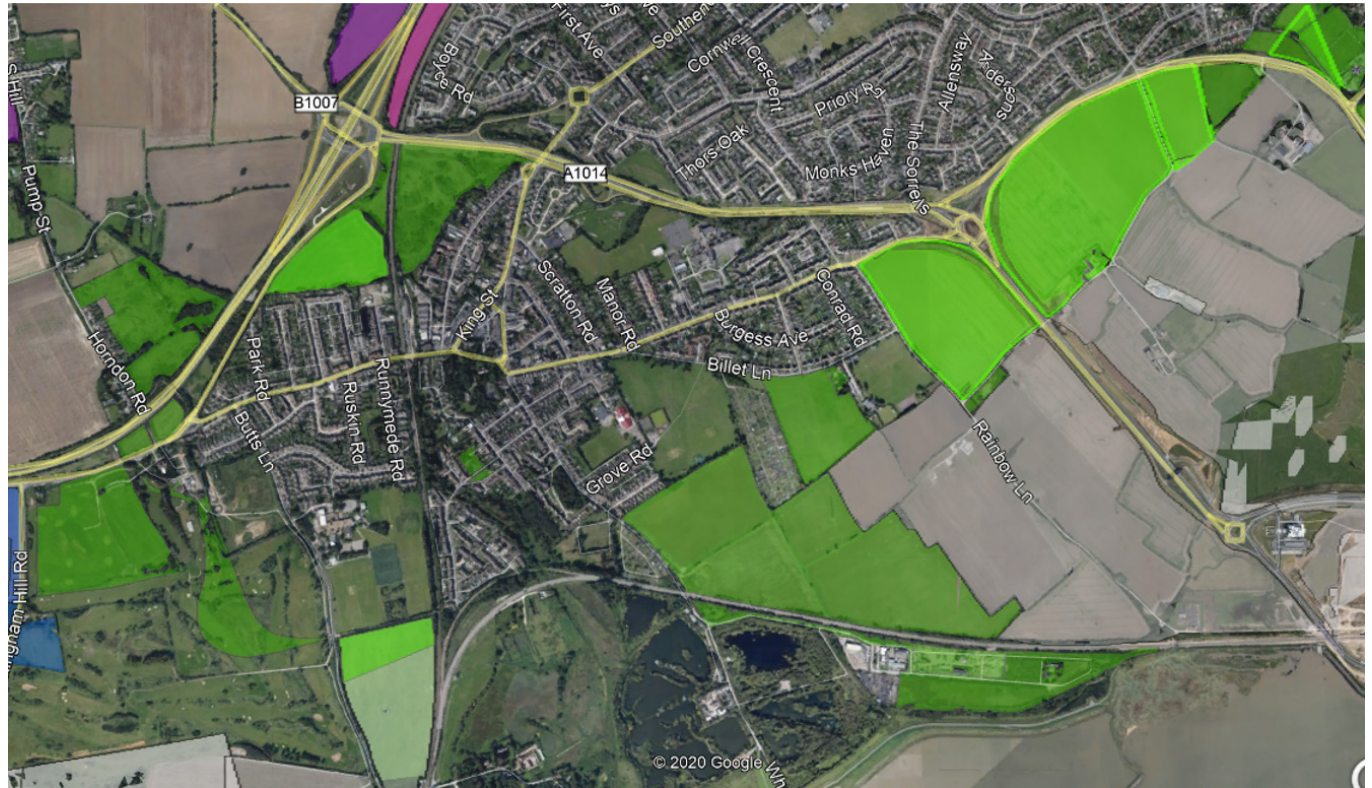


The nine strategic focus areas

CALL FOR SITES

LAURA PATTISON, THURROCK BOROUGH COUNCIL

- Thurrock's Local Housing Need is currently calculated at 1,147 dwellings per year (Standard Method Dec 2021)
 - Based on projected growth and affordability
- Consideration of an economic uplift – 20,000+ new jobs, particularly from the Thames Freeport
- Identified housing supply currently 6,400 units = less than 2yrs land supply
 - 2,800 of these are in single Purfleet development.
- Future supply – Call for Sites exercise
 - Identified Green Belt locations and predominance of strategic sites



Land put forward in the Call for Sites process around Stanford le Hope shown in green

COMMUNITY ENGAGEMENT

PRESENTED BY PAUL SALLIN, THURROCK BOROUGH COUNCIL

Feedback from initial Your Place, Your Voice consultation in 2018:

- Would like better transport infrastructure
- Concern over losing Orsett Hospital
- Would like a new youth centre
- A deep appreciation of the countryside views

52 people so far completed the online survey for Stanford-le-Hope (2021). Summary of results:

NATURE

- Protect Stanford Rec, One Tree Hill, Thameside Nature Reserve (Mucking) & the sea wall
- 81% concerned about climate change – more trees & encouraging active travel could help

BUILDINGS AND TRANSPORT

- 60% of respondents 'strongly agree' that the area has good public transport, with 21% also 'agreeing'
- 79% said can walk or cycle to essential shops
- 64% say there are buildings of special importance/heritage value including St Margaret's Church, the War Memorial & Hassenbrook Hall
- Even split on affordable housing - 40% think there's enough & 40% disagree

SOCIAL

- 81% reported regularly talking to neighbours & 50% take part in local clubs/activities
- 71% concerned about anti-social behaviour
- It was generally felt that education and health provision could be improved



Illustration from 2018 consultation feedback

- Suggested new facilities - youth club, more sports clubs & more communal meeting spaces

FINANCIAL

- 44% feel there are enough local employment opportunities
- 67% do/can afford to buy their own home & 58%

- can afford to rent
 - 23% think there's not enough retail - some are closing, & need more restaurants & local shops
- (Updated and complete version of the results available in Snapdragons 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: As housing need is being handled by various local authorities, is there any way of bringing everyone together and getting an aligned approach in terms of addressing crime in a design code?

A – Council: Certainly aware of Secure by Design, so such principles would be used by all. Would aim to work with stakeholders to create a safer environment.

Q: Councillor – Is the expected growth from within borough or from influx from outside?

A - Council: The SHMAR document looks at population growth - internal and from migration. Once this is complete, it would help clarify. Should be ready by summer (2022) and include most recent census data. (The previous SHMAR was 2016.)

VIRTUAL SITE TOUR

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

- Stanford le Hope and Corringham – tied together but also individual areas.
- St Margaret's and the Village Green – High street and close to train station, so middle of town
 - - The Green – one end of High street
 - - War Memorial
 - - Good amount of Victorian buildings
 - - Lines of shops, pub
 - - Looks quite well loved and well used
- Train station, level crossing
 - - Can cause traffic jams
 - - Slow improvements by network rail
- Rectory Road - largely terrace and semi-detached
- Mucking Creek – quite wooded, but somewhat hard to access
 - - Overground and wild
 - - Some bits fenced off, impenetrable
- Hardie Park
 - - Probably one of the most loved areas
 - - Has a café
 - - Skatepark, neighbouring school
- - Underpass to Manorway
- Butts Lane and St Clere's School
- - Plus golf course
- - Edge, outskirts of town
- Southend Road
 - - Passes under Manorway
 - - Imposing – like a piece of motorway inside the town
- Important neighbours – Corringham and Stanford
 - - Bridge to Horndon over A13
 - - Southfields to the west – though not much there, just housing development and light industrial/services type businesses
- Corringham and Fobbing have small historic parts
 - - Corringham has commercial centre, large Morrisons supermarket
- Crooked Billet
 - - Playing field and allotments – 'good quality Green Belt'
- Big skies due to flatness
- Ellie Yana Fields
 - - Already becoming housing
- Wat Tyler Park to the north east of Corringham
- Oil refinery to south east
- London Gateway/DP World to east



- - Thames Enterprise Park to the east of that
- Underpasses to deal with motorways

- Not pleasant, particularly at night

C – PF: High Road (lane) leads to Springhouse but has been cut off by the DP World access road. Can't get across any more.

C - Council Transport: High Road – old farm access route. Provided foot and cycle bridge further south.

C – PF: Parcel of land to the west of the London Gateway road seems to have opportunities, but land to east would require access across. Change the road to a 30mph boulevard?

A - Council Transport: Actually have speeding problem on that road – looking at speed cameras. Would need to use the roundabout, but very difficult.

C – PF: Interesting that in comparing current and historical maps, the link between the church in Stanford and the church in Corringham is now completely severed.

Looked at pylon routes.

C - Community Stakeholder: Manorway pedestrian underpass at Hardie Park is well-used during the day, but not safe or well-lit (to either side) at night.

C - Council: Yes, and not overlooked.



C: TEP development – looking at improving. Access going further along Manorway, then crossing by Manorway/Southend Rd.

- Provide access to station
- Improve lighting, creating trim trail
- Avoid underpasses

Q: Are there many Council assets?

A – Council: Not a great deal around Stanford – would mostly be roads.

C – PF: Key constraints include the wet Mucking land to south, the railway track east to west, and the pylons,



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