



Gypsy and Traveller and Travelling Showpeople Site Assessment Study

On behalf of **Thurrock Council**



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1 Introduction

1.1 Introduction

- 1.1.1 Stantec has been commissioned by Thurrock Council to provide advice to identify sites which will help on the delivery of pitches and plots required to meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople (July 2023) in the Thurrock local authority area, in line with national Government *'Planning Policy for Traveller Sites'* 2015. This is with the exception of the large area of Showpeople yards at Buckles Lane which is the subject of a separate Buckles Lane Travelling Showperson Accommodation Assessment (2022).
- 1.1.2 This report sets out the methodology and results, which identifies and assesses potential sites, including potential of existing Gypsy and Traveller and Travelling Showpeople sites for further pitches/plots, to determine if they are suitable, available and achievable for Gypsy and Traveller and/or Travelling Showpeople uses. The Council requested that all existing Traveller sites within the Buckles Lane were not to be included within this Study and indicated that these sites would be assessed at a later date.
- 1.1.3 Peter Brett Associates (now Stantec) produced the 'Gypsy and Traveller and Travelling Showpeople Site Assessment Study – Part 1' in 2019, which assessed potential sites for Gypsy and Traveller and Travelling Showperson development use. At this time, the Study assessed all non-Traveller sites for potential Traveller pitches/plots. The Study did not include the assessment of existing Traveller sites for further potential for Traveller pitches/plots.
- 1.1.4 A methodology for undertaking this project has been agreed with the Council, which is set out in Section 3 of this report, which includes the source of sites.
- 1.1.5 The results of the study will inform the development of relevant policies and allocations in Thurrock's emerging Local Plan and guide the consideration of future planning applications for Gypsy, Traveller and Travelling Showpeople sites.
- 1.1.6 The base date for this study is April 2023, in line with the Gypsy and Traveller Accommodation Assessment (July 2023), undertaken by Opinion Research Services (ORS).

1.2 Background

Gypsies and Travellers

- 1.2.1 Gypsies and Travellers have lived in Britain for at least 500 years and probably longer. For the purposes of the planning system, Gypsies and Travellers means:
- 'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such' ('Planning Policy for Traveller Sites.', CLG, August 2015).*
- 1.2.2 Many Gypsies and Travellers continue to pursue an active itinerant lifestyle and are generally self-employed people. However, increasingly communities are becoming more settled, for reasons such as: providing children with an education; health reasons; and/or by virtue of them being older members of the Gypsy and Travelling community. This is critical to the new definitions when identifying the needs of the Gypsy and Traveller community.
- 1.2.3 Gypsies and Travellers are not a uniform homogeneous community but rather a group of communities which share some features and have their own histories and traditions. Even within each main group there is fragmentation between different families which emphasises

the lack of a cohesive community and the need to avoid over generalisation. However, the main cultural groups include:

- Romany Gypsies
- Irish Travellers
- New Travellers

1.2.4 Romany Gypsies and Irish Travellers are recognised in law as distinct ethnic groups and are legally protected from discrimination under the Race Relations Acts.

Travelling Showpeople

1.2.5 Travelling Showpeople have traditionally been involved in holding fairs and circuses for many hundreds of years. For the purposes of the planning system, Travelling Showpeople means:

'Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their family's or dependent's more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.' (*'Planning Policy for Traveller Sites.'*, CLG, August 2015).

1.3 2015 Definitions and 2023 Changes

1.3.1 In August 2015, Government republished the statement '*Planning Policy for Traveller Sites*' and changed the definition of Gypsy and Travellers and Travelling Showpeople. The original 2012 version included Gypsy and Travellers and Travelling Showpeople who had ceased travelling permanently. The 2015 definitions excluded those people who have ceased to travel permanently to be included in the definition of 'Gypsy and Traveller'. Following a Judgement (December 2023), this definition has now been reverted back to the 2012 version of national policy.

1.3.2 Local planning authorities are currently required to identify a supply of specific sites to meet the needs of Gypsy and Travellers and Travelling Showpeople within their local plans. This means that, when delivering sites, consideration is required as to which sites are available and suitable for different types of the travelling community.

1.3.3 This report provides the results of the Gypsy and Traveller and Travelling Showpeople site assessments. The structure of this report is set out below:

- Section 2: Planning policy background;
- Section 3: Methodology for undertaking the study;
- Section 4: Existing Traveller Sites in Thurrock;
- Section 5: Thurrock Borough Gypsy and Traveller Accommodation Needs Assessment needs (2023);
- Section 6: Site Assessment Results and Capacity;
- Section 7: Delivery Against Identified Needs and Location of Sites; and,
- Section 8: Local policy advice.

2 Planning Policy Background

2.1 National Planning Policy for Traveller Sites (2015, with updates 2023)

- 2.1.1 National planning policy for Traveller sites is contained within 'Planning Policy for Traveller Sites', which was updated in 2015.
- 2.1.2 National policy identifies three key criteria for identifying appropriate sites for delivery through the planning system. To be deliverable within five years sites should:
- Be suitable – the site should be in a suitable location for development;
 - Be available - the site should be available now or there should be a reasonable prospect that the site is available at the point envisaged; and,
 - Be achievable – there is a realistic or reasonable prospect that development could be viably developed at the point envisaged.
- 2.1.3 Local planning authorities should identify sufficient deliverable sites to provide five years' worth of sites against their locally set targets. For years 6-10 and, where possible, for years 11-15, authorities should identify a supply of specific developable sites or broad locations for growth.
- 2.1.4 Department of Community and Local Government website was updated on 19 December 2023, with the following statement: *'Following the judgment in the Court of Appeal in the case of Smith v SSLUHC & Ors, the government is reverting the definition of Gypsies and Travellers used in the Planning Policy for Travellers Sites to that adopted in 2012, with this change applying from today (19 December 2023) for plan and decision making. The government intends to review the approach to this area of policy and case law in 2024.'* The national 'Planning Policy for Traveller Sites' (2015) has not been updated to reflect this notification. The Thurrock GTAA (2023) does not reflect the judgment, which is further explored in **Section 4** below.
- 2.1.5 National policy recommends that criteria-based policies should be developed irrespective of whether need is identified or not. If need is identified the policy should be used to guide the allocation of land, while if there is no identified need, the policy should provide a basis for determining planning applications which may nevertheless come forward.
- 2.1.6 'Planning Policy for Traveller Sites' identifies a series of issues for criteria to address to ensure that traveller sites are sustainable economically, socially and environmentally. Specific policies include planning for traveller sites (Policy B), countryside (Policy C), rural exception sites (Policy D), Traveller sites in the Green Belt (Policy E), mixed planning use sites (Policy F), major development projects (Policy G) and determining planning applications (Policy H).
- 2.1.7 Planning-making Policy B 'Planning for traveller sites' states in paragraphs 11, 12 and 13 that:
- 'Criteria should be set to guide land supply allocations where there is identified need. Where there is no identified need, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward. Criteria based policies should be fair and should facilitate the traditional and nomadic life of travellers while respecting the interests of the settled community.'*
- 'In exceptional cases, where a local planning authority is burdened by a large-scale unauthorised site that has significantly increased their need, and their area is subject to strict and special planning constraints, then there is no assumption that the local planning authority is required to plan to meet their traveller site needs in full.'*

'Local planning authorities should ensure that traveller sites are sustainable economically, socially and environmentally. Local planning authorities should, therefore, ensure that their policies:

- a. *Promote peaceful and integrated co-existence between the site and the local community*
- b. *Promote, in collaboration with commissioners of health services, access to appropriate health services*
- c. *Ensure that children can attend school on a regular basis*
- d. *Provide a settled base that reduces both the need for long-distance travelling and possible environmental damage caused by unauthorised encampment*
- e. *Provide for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any travellers that may locate there or on others as a result of new development*
- f. *Avoid placing undue pressure on local infrastructure and services*
- g. *Do not locate sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans*
- h. *Reflect the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability.'*

2.1.8 'Traveller sites in the Green Belt' Policy E states in paragraphs 16 and 17 that:

'Inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances.

Green Belt boundaries should be altered only in exceptional circumstances. If a local planning authority wishes to make an exceptional, limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site, it should do so only through the planmaking process and not in response to a planning application. If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a traveller site only.'

2.1.9 'Major development projects' Policy G states in paragraph 21 that:

'Local planning authorities should work with the planning applicant and the affected traveller community to identify a site or sites suitable for relocation of the community if a major development proposal requires the permanent or temporary relocation of a traveller site. Local planning authorities are entitled to expect the applicant to identify and provide an alternative site, providing the development on the original site is authorised.'

2.2 Local Policy

2.2.1 This section sets out the existing Gypsy and Traveller policies at a local level. Thurrock Council adopted the Core Strategy in January 2015. The plan includes Policy CSTP3 - 'Gypsies and Travellers' and Policy CSTP4 - 'Travelling Showpeople' which lists a set of suitability criteria, as set out in **Appendix A**.

2.2.2 Thurrock Council is currently producing a new Local Plan, which will include revised local planning policy relating to Gypsy and Traveller and Travelling Showpeople development.

2.3 Other Policy and Guidance

2.3.1 Other relevant considerations which should be taken into account include:

- National policy set out within the National Planning Policy Framework (2023); and,
- Communities and Local Government (CLG) Best Practice Guidance: Designing Gypsy and Traveller Sites (2008). This guidance was cancelled by Government in August 2015. However, this document was not planning policy and for guidance purposes only and is still useful guidance for the design of Gypsy and Traveller sites.

2.3.2 These policy and guidance documents have been taken into consideration when developing the site criteria to assess potential sites, which are set out in **Chapter 4**.

3 Methodology

3.1 Introduction

- 3.1.1 This section sets out the methodology which has been used to undertake the Thurrock Gypsy and Traveller and Travelling Showpeople Site Assessment Study, which has been agreed with the Council.
- 3.1.2 The methodology has been developed in line with the Government 'Planning Policy for Traveller Sites' 2015 and National Planning Policy Framework (NPPF) (2021).
- 3.1.3 The new definition of Gypsy and Travellers has been updated in December 2023, and reflected in this methodology. There is now no split of Gypsy and Travellers due to travelling status – all Travellers are included in the definition of Gypsy and Travellers.

3.2 Policy Review

- 3.2.1 A review of national and local policy relevant to planning for Gypsy and Traveller and Travelling Showpeople sites was undertaken to inform the identification of site assessment criteria and conclusions. The review of national and local planning policy is set out within **Section 2** of this report.

3.3 Site Assessment

- 3.3.1 Stantec have used a two-stage approach to the assessment of the sites. Each of these stages are set out in turn below:

Stage 1: Site Selection and Desktop Assessment

Stage 1: Task 1 – Sources of Sites

- 3.3.2 Stantec and the Council worked together to identify a list of 110 sites for assessment.
- 3.3.3 The source of sites included a review of the sites identified in the Gypsy and Traveller and Travelling Showpeople Site Assessment Study (Nov 2019) (73 sites). The 2019 Report included looking at potentially new sites for Gammon Fields, which has not been repeated in this 2024 Study.

Stage 1: Task 2 – Desktop Site Assessments

- 3.3.4 The site criteria have been developed and applied in two stages; **Stage 1** is set out below. Stantec used the criteria below to assess potential sites, which could be used for future site criteria for assessing planning applications. The **Stage 1** assessment process involved a desktop study undertaking the application of broad suitability criteria, including absolute constraints.
- 3.3.5 The application of broad suitability criteria effectively sieved out sites which are likely to fail on the grounds of contravening major constraints, such as being within international/national environmental designations or within the boundaries of Scheduled Monuments.
- 3.3.6 The availability of land is recognised throughout this study as a key criterion.
- 3.3.7 A 'traffic light' approach was used for the initial **Stage 1** desk top assessment, as follows:
- **Red** - sites which do not satisfy the criteria.

- **Yellow** - where criteria may be capable of being satisfied or require further investigation.
- **Green** - where criteria are satisfied.

3.3.8 The 'availability' column reflects the definitions in national planning policy and the GTAA (2023).

Stage 1 Assessment Process:

Criteria	Designation/Issue	Red (sites does not satisfy criteria)	Yellow (criteria may be capable of being satisfied)	Green (criteria are satisfied)
Availability	Promoted sites, public land ownership, existing traveller site, etc.	The owner has confirmed that the site is not available, nor is it likely to be available in the future.	<p>Site availability is unknown and requires further investigation.</p> <p>Public owned sites deemed potentially available for Gypsy and Traveller use unless informed otherwise.</p> <p>Existing Gypsy and Traveller site which is unauthorised and/or has potential for further pitches/plots.</p>	There is evidence that the landowner is willing to sell or develop the site as a Traveller site.
Flood Zone	Environment Agency Indicative Flood Mapping and SFRA	The site is within Flood Zone 3a and/or 3b and is not suitable for Gypsy and Traveller use.	The site is affected by Flood Zone 2 requiring further investigation (and application of policy tests).	The site is not affected by identified areas of indicative flood mapping or located in Flood Zone 1.
Green Belt	Green Belt	n/a	The site is within the Green Belt and could therefore have a negative impact requiring further investigation.	The site is not located in the Green Belt.

Criteria	Designation/Issue	Red (sites does not satisfy criteria)	Yellow (criteria may be capable of being satisfied)	Green (criteria are satisfied)
Environmental Designations	<p>Special Protection Area</p> <p>Special Area of Conservation</p> <p>RAMSAR Site Site of Special Scientific Interest</p> <p>National Nature Reserve</p> <p>Other biodiversity and landscape designations</p>	The site is covered by an international designation.	<p>The site is within the buffer of an international designation and could therefore have a negative impact.</p> <p>The site is covered by a national or local designation or is within close proximity and could therefore have a negative impact.</p>	The site is not within an international, national or local environmental designation or within its buffer.
Contamination or Unstable Land Issues	Land contamination or unstable land issues	The site is located on or adjacent a landfill site or the land is as unstable, and the land has been identified as unsuitable for residential use.	The site is potentially contaminated or unstable and requires further investigation.	There are no known contamination or unstable land issues.
Noise Issues	Noise issues relating to existing land uses or transport corridors	n/a	The site is located adjacent noisy land uses, which requires further investigation.	There are no noisy adjacent land uses and therefore no noise impact on the site.
Lower Thames Crossing	Proposed route of the Lower Thames Crossing	n/a	The site is located within the Order Limits of the Lower Thames Crossing.	The site is not located within the Order Limits of the Lower Thames Crossing.
National Grid Tilbury to Norwich corridor	Proposed route of the National Grid Tilbury to Norwich corridor	n/a	The site is located within the National Grid Tilbury to Norwich corridor.	The site is not located within the National Grid Tilbury to Norwich corridor.
Residential Amenity	Location of site in relation to existing dwellings	n/a	The site is adjacent existing dwellings and requires further investigation.	There are no adjacent dwellings and therefore no impact on residential amenity.
Historic Environment	<p>Scheduled Monument</p> <p>Historic Park and Garden</p> <p>Conservation Area</p> <p>Listed Building</p>	The site is likely to result in substantial harm to the significance of a Scheduled Monument, Grade I or II* Listed Building, or a Grade I or II* Registered Park and Garden.	The site could result in harm to elements which contribute to the significance of a designated heritage asset, which require further investigation.	The site is unlikely to harm the significance of any designated heritage asset or its setting.

- 3.3.9 All sites which were categorised 'red' at **Stage 1** were not considered further at the **Stage 2** site assessment.
- 3.3.10 All sites which were not categorised 'red' at **Stage 1** were considered further at **Stage 2** which involved a site visit and more detailed assessment of suitability issues and an examination of developability. Potential capacity and delivery issues were also investigated.

Stage 2: Site Assessment

Stage 2: Task 3 – Site Assessment

- 3.3.11 All sites (identified to be assessed at **Stage 2**) were visited by the consultant team. Before the survey work was undertaken the list of sites to be visited was agreed with the Council.
- 3.3.12 Stantec assessed the suitability, availability and achievability of these sites, as follows:
- **Suitability:** each site was assessed against the agreed criteria which was grouped into policy requirements, physical constraints and potential impacts.
 - **Availability:** the Council provided Stantec with information on whether any Council owned sites were potentially available.
 - **Achievability:** Stantec identified potential abnormal site constraints needing to be rectified which may affect viability and any potential alternative uses likely to affect deliverability.
- 3.3.13 The **Stage 2** Matrix (below) provides the details as to how sites were assessed sites relating to suitability, availability, and achievability. For each acceptable site, a proforma providing more detailed information was produced, including a site map. Rejected sites are included in a 'rejected sites' list, together with a reason for their rejection.
- 3.3.14 All sites assessed at **Stage 2** were sent to the Council for comment from the relevant officers/departments, including highways, development management, planning policy, ecology, and corporate property services. Officers were asked to comment on whether Gypsy and Traveller or Travelling Showpeople development for each site would have any implications with respect to the officer's area of responsibility. This includes whether there are any absolute constraints or whether there could be mitigation measures that would need to be considered to make sites suitable. The Corporate Property Services team were asked to provide information relating to land being identified for any other uses, including the situation with existing leases, easements, or wayleaves on publicly owned land.
- 3.3.15 An independent landscape appraisal and Green Belt assessment of all sites which lie outside the built-up areas, and in the Green Belt, was undertaken by Enderby Associates. Enderby Associates considered the sites in relation to potential impacts on landscape character, visual amenity, and Green Belt purposes.
- 3.3.16 In respect of landscape character and visual aspects the following matters were taken into account:
- 3.3.17 Landscape and context of the site, including:
- Relevant designations/environmental constraints (if any)
 - Landform
 - Land use within the site and surroundings

- Existing development and development pattern
- Landscape character (within the context of the landscape character areas defined in Landscape Studies)
- Notable landscape features that may be affected by development (such as trees, woodland, and hedgerows), quality and intactness
- Nature and condition of site boundaries
- Rights of Way.

3.3.18 Visual attributes of the site and surroundings, including:

- Visual relationship of the site to other development
- Visibility to and from the site
- Principal visual receptors
- Degree of enclosure
- Prominence.

3.3.19 Perceptual factors, where notable, such as:

- Sense of place
- Remoteness
- Tranquillity.

3.3.20 References to Landscape Character was taken from the Thurrock Integrated Landscape Character Assessment (2018).

3.3.21 The sites were considered in the context of the Thurrock Strategic Green Belt Assessment (2019) with regard to the contribution that the strategic parcels make to Green Belt purposes (as set out in the NPPF and below). The purposes are not numbered in the NPPF but are numbered, for reference, as follows:

1. To check the unrestricted sprawl of large built-up areas (purpose 1)
2. To prevent neighbouring towns merging into one another (purpose 2)
3. To assist in safeguarding the countryside from encroachment (purpose 3)
4. To preserve the setting and special character of historic towns (purpose 4)
5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land (purpose 5).

3.3.22 It should be noted that any Gypsy and Traveller development within Green Belt will conflict with the fundamental aim of keeping land permanently open.

3.3.23 The parcels considered in the Green Belt Assessment are more of a strategic in nature and generally comprise significant areas of land. Therefore, the assessment of their contribution to the fulfilment of Green Belt purposes is similarly strategic in nature. At a more local site level there are often significant variations in the nature and characteristics of the land and the way that it contributes at a more local level to Green Belt purposes. This is reflected in the assessment of the various sites undertaken for the purposes of this study. If a Green Belt

purpose is not relevant to a site it is not referred to (Purposes 4 and 5 are not specifically relevant to this sites' assessment).

3.3.24 The principal matters relevant to the consideration of sites' relationship to Green Belt purposes are as follows:

- Green Belt openness (in both physical and spatial terms)
- Spatial qualities – visibility of the site and visual context/visual relationship to the surroundings/intervisibility (purposes 1-3)
- The nature of the land and whether existing permitted development already exists and whether there is evidence of 'encroachment' (relevant to purposes 1 and 3)
- Nature of boundaries – whether these are well defined by existing features, are weak or non-existent (relevant to purposes 1 and 3)
- Whether development may lead to the physical or perceived merging with neighbouring towns (purpose 1).

3.3.25 A number of these aspects overlap with landscape considerations.

3.3.26 The potential to provide suitable mitigation to reduce the landscape and visual effects of development within sites was also considered, including the opportunity for compensatory measures (such as removal of existing buildings).

3.3.27 Residential amenity of existing properties was determined on a subjective basis during the site visits, considering issues such as proximity and, overlooking from windows.

3.3.28 Initial assessments were made on the potential noise and pollution impacts of neighbouring uses on potential Gypsy and Traveller sites, such as the presence of existing employment uses, railways, roads and electricity pylons. However, the site assessments did not include specific noise and air quality assessments or monitoring.

3.3.29 An accessibility assessment was undertaken looking at the proximity of each site to key services and facilities, including bus stops, train stations, primary schools, secondary schools, shops and a General Practice surgery. Accessibility tends to be used to identify relatively more sustainable sites if the Council identifies a pool of sites and is in a position to choose sites to meet its five years supply.

3.3.30 The **Stage 2** criteria are set out below and the assessment is based on the available information at the time of study.

Stage 2 Assessment Process:

Criteria	Stage at which criteria considered	Designation / Issue	Reject	Accept but further investigation/mitigation required	Accept
Availability	Stage 2	Site promoted by landowners, agents or travelling community Public land confirmed as available	Site not available for Gypsy, Traveller or Travelling Showpeople use. There are known legal or ownership problems, such as multiple ownerships, ransom strips, tenancies or operational requirements which cannot be resolved. Public land has been identified in another plan / strategy for another use.		There is evidence that the landowner is willing to sell and/or a person is interested in developing within the timeframe of the Local Plan. There are no known legal or ownership problems, such as multiple ownerships, ransom strips, tenancies or operational requirements which are not capable of being overcome within the timeframe of the Local Plan. Public site is not identified in a plan or strategy for another use.
Suitability					
Contamination and unstable land	Stage 2	Contaminated Land Unstable Land	Contains an area of unstable or contaminated land that is likely to undermine the site's suitability and achievability.	Could contain unstable or contaminated land that should be subject to further investigation.	Not located on unstable land. Not located on contaminated land.
Topography	Stage 2	Topography	Steep slopes which make the site unsuitable and/or unachievable.	Sloping or undulating land which may require works to achieve a suitable development.	Level or gently sloping site.

Criteria	Stage at which criteria considered	Designation / Issue	Reject	Accept but further investigation/mitigation required	Accept
Site access and safety	Stage 2	Access Proximity to major roads	Poor access and/or road of poor standard. Likely to be subject to safety issues from surrounding uses incapable of mitigation.	Access poor but capable of being improved. Road of adequate or good standard. Likely to be affected by safety issues but this is capable of mitigation.	Adequate or good access off adequate or good standard of road. Not affected by safety issues.
Accessibility to facilities	Stage 2	Access to facilities: <ul style="list-style-type: none"> • GP Surgery • Primary School • Shop • Access to public transport: • Bus stop or route • Train station 	Actual distances to facilities will be measured to identify the relative sustainability of sites. If the Council identifies a pool of sites, it could use accessibility criteria to select the most sustainable site options to meet its defined needs in the first five years.		
Potential impacts					
Landscape	Stage 2	Landscape impact and visual containment	Unacceptable impact of site upon landscape not capable of mitigation.	Impact capable of mitigation. Potential cumulative impact with other identified sites.	No unacceptable impact on landscape character.
Green Belt	Stage 2	Green Belt impact	Unacceptable impact of site upon Green Belt. Potential unacceptable cumulative impact with other identified sites.	Impact capable of mitigation.	No unacceptable impact on Green Belt.
Biodiversity / Protected Species / Important hedgerow	Stage 2	Impact on biodiversity resources or known protected species <ul style="list-style-type: none"> • Site of Special Scientific Interest • Local Nature Reserve • Geological Conservation Review Site • Local Wildlife Sites 	Significant effect and unacceptable impact of site upon ecology or protected species or habitats not capable of mitigation where no overriding public interest.	Impact capable of mitigation. Potential cumulative impact with other identified sites.	No significant effect or unacceptable impact on ecology, protected species or habitats.

Criteria	Stage at which criteria considered	Designation / Issue	Reject	Accept but further investigation/mitigation required	Accept
		<ul style="list-style-type: none"> Other biodiversity designations 			
Historic environment	Stage 2	<ul style="list-style-type: none"> Scheduled Monuments Listed Buildings Historic Parks and Gardens Conservation Areas Heritage assets (local lists) 	Significant harm to the significance of a heritage asset not capable of mitigation.	Harm to the significance of a heritage asset but capable of mitigation.	No harm to the significance of a heritage asset.
Noise	Stage 2	Noise pollution from surrounding uses e.g. road, rail and air transport	Likely to be adversely affected by noise pollution from surrounding uses that could make for an unacceptable residential environment.	Likely to be affected by noise pollution but this is capable of mitigation.	Not affected by noise issues.
Neighbouring Amenity (Impact of site on adjoining uses)	Stage 2	Relationship with existing adjacent uses	Close proximity to existing adjacent uses esp. residential properties where any potential impact (light, visual, noise, traffic) on adjoining uses is not reasonably capable of mitigation.	Close proximity to existing adjacent uses esp. residential properties but any potential impact (light, visual, other disturbance) on adjoining uses is capable of mitigation.	Unlikely to adversely affect existing adjoining uses.
Residential amenity (Impact of adjoining uses on site)	Stage 2	Relationship with existing adjacent uses	Close proximity to existing adjacent uses and any potential impact from these uses (light, visual, other disturbance) on the site is not reasonably capable of mitigation.	Close proximity to existing adjacent uses but any potential impact from these uses (light, visual, other disturbance) on the site is capable of mitigation.	Unlikely to be adversely affected by existing adjoining uses.
Developability	Stage 2	Deliverability	Site constraints or ownership issues that are unlikely to be capable of resolution without considerable expense.	Site constraints capable of being overcome but where extent and cost of mitigation are unclear at this stage.	<p>In a location where housing development is contrary to spatial policy.</p> <p>No site constraints needing to be overcome.</p>

3.3.31 The site assessments resulted in the production of a shortlist of the most suitable, available, and achievable sites intended to meet identified Gypsy and Traveller and Travelling Showpeople needs.

Stage 2: Task 4 – Capacity and Delivery

3.3.32 This assessment categorised the potentially suitable, available and achievable sites. All sites identified as potentially suitable, available, and achievable were subject to an initial broad assessment of the capacity of the site in terms of the number of pitches or plots which could be provided on site. This took account of:

- Existing planning history and number of authorised pitches/plots on existing Gypsy and Traveller or Travelling Showpeople sites;
- Size and shape of site and character of the adjoining area;
- Designing Gypsy and Traveller Sites (CLG, 2008);
- Travelling Showpeople Sites – A Planning Focus (Showmen’s Guild, 2007) (Part 2 study only); and,
- Design templates for acceptable layouts, developed by Stantec (**Appendix B**).

3.3.33 The items listed above helped to determine the optimum size and configuration of pitches or plots on a potential site. On larger sites it is assumed that a mix of pitch sizes will be required to reflect the needs of different families, if known. The intention is to take account of on-site constraints and the need, where appropriate, for landscaping and other mitigation measures to achieve a suitable development. An appropriate approach to landscaping and access arrangements have been undertaken to ensure a high standard of design can be achieved on site and help conserve the amenity of neighbouring uses.

4 Existing Traveller Sites in Thurrock

4.1 Residential Gypsy and Traveller Sites

- 4.1.1 Residential sites provide residents with a permanent home, which residents will travel from (and to) or for when they have ceased to travel due to education, health or may have older residents who can no longer travel. These sites can be privately owned, publicly rented for affordable pitches, or privately rented to other Gypsies and Travellers. The size and the amount of facilities available on these sites varies between sites.
- 4.1.2 Residential sites provide a base to travel from and the amount of facilities on site varies mainly between public and private sites. Public sites will generally have amenity blocks and sometimes play areas and communal spaces. Private site facilities vary enormously depending on the specific and individual requirements of the residents.
- 4.1.3 **Table 4.1** below sets out the list of existing Gypsy and Traveller sites which were assessed in this Study. There are 19 existing Gypsy and Traveller sites in Thurrock and all are within the Green Belt.

Table 4.1: Existing Gypsy and Traveller Sites in Thurrock

Site No.	Site Name	Settlement	Green Belt Location
TH085	Gammon Field	Grays	Within Green Belt
TH086	Pilgrims Lane	North Stifford	Within Green Belt
TH087	Ship Lane	Aveley	Within Green Belt
TH088	The Laurels	Chadwell St Mary	Within Green Belt
TH089	Site at Herd Lane	Corringham	Within Green Belt
TH090	The Paddock	Corringham	Within Green Belt
TH091	Knight Lee Lodge	Bulphan	Within Green Belt
TH092	The Willows	South Ockendon	Within Green Belt
TH093	Beauchamp Place	Grays	Within Green Belt
TH094	Manor View	Corringham	Within Green Belt
TH095	Holy Lands	South Ockendon	Within Green Belt
TH096	St Chads North	Tilbury	Within Green Belt
TH097	St Chads South	Tilbury	Within Green Belt
TH098	Echo Farm	South Ockendon	Within Green Belt
TH099	Love Lane	East Tilbury	Within Green Belt
TH100	Site Lower Crescent	Linford	Within Green Belt
TH101	Site Off of Love Lane	Aveley	Within Green Belt
TH102	Land adjacent to Fort William	Vange	Within Green Belt
TH110	Land Adj Fobbing Acres & Mill Lane,	Fobbing	Within Green Belt

4.2 Transit Gypsy and Traveller Sites

4.2.1 There are no existing transit Gypsy and Traveller sites in Thurrock.

4.3 Travelling Showperson Sites

4.3.1 The needs of Travelling Showpeople are different to Gypsies and Travellers. Their sites often combine residential, storage and maintenance uses. Typically, a site contains areas for accommodation, usually caravans and mobile homes, and areas for storing, repairing and maintaining vehicles and fairground equipment. These combined residential and storage sites are known as plots and yards.

4.3.2 Although Travelling Showpeople travel for extended periods, they require a permanent base for storage of equipment and for residential use generally during the winter months. These plots (or yards) are also occupied throughout the year, often by older people and families with children, for example. The Showmen's Guild 'Model Standard Package' provides model standards and site considerations when developing and planning for Travelling Showpeople sites.

4.3.3 **Table 4.2** below sets out the existing Travelling Showpeople sites in Thurrock which were assessed in this Study, on request from the Council.

Table 4.2: Existing Travelling Showpeople Sites in Thurrock (Assessed in this Study)

Site No.	Site Name	Settlement	Green Belt Location
TH083	Chadfields	Tilbury	Outside of the Green Belt
TH084	Fairacres	West Thurrock	Outside of the Green Belt

4.3.4 Buckles Lane has been subdivided into 11 site areas for the purpose of the site assessment. These are listed in **Table 4.3** below and shown in blue on the Location of Sites Assessed Plan in **Appendix C**.

Table 4.3: Existing Travelling Showpeople Site Areas in Buckles Lane

Site No.	Site Name	Settlement	Green Belt Location
TH074	Buckles Lane - Area 1 - Western Side	South Ockendon	Within Green Belt
TH075	Buckles Lane - Area 2 - Eastern Side	South Ockendon	Within Green Belt
TH076	Buckles Lane - Area 3 - Harry's Place	South Ockendon	Within Green Belt
TH077	Buckles Lane - Area 4 - Harry's Place	South Ockendon	Within Green Belt
TH078	Buckles Lane - Area 5 - Harry's Place	South Ockendon	Within Green Belt
TH079	Buckles Lane - Area 6 - Eastern side	South Ockendon	Within Green Belt
TH080	Buckles Lane - Area 7 - Eastern Side	South Ockendon	Within Green Belt
TH081	Buckles Lane - Area 8 - Perry's Way	South Ockendon	Within Green Belt
TH082	Buckles Lane - Area 9 - Perry's Way	South Ockendon	Within Green Belt
TH108	Buckles Lane - Area 10 - Eastern side	South Ockendon	Within Green Belt
TH109	Buckles Lane - Area 11 - Chestnut Farm - South Road	South Ockendon	Within Green Belt

- 4.3.5 The Council were not able to provide the planning history for the 11 Buckle Lane Travelling Showpeople site areas at the time of undertaking the site assessments and drafting this report, as the planning history is complex. Therefore, the Council requested that these 11 Travelling Showpeople site areas were not to be included in the full site assessment. Therefore, these site areas have not been subject to the full site assessment methodology, which is set out in **Chapter 3** above. However, the 11 site areas have been assessed against the Stage 1 desktop assessment and the results are set out in **Appendix D**. There is also a broad assessment at Stage 2, and the conclusions are set out in **Chapter 6** below. At present, the Council are collating further planning history information on these 11 site areas and they will be assessed by the Council at a later date.

5 Thurrock Borough Gypsy and Traveller Accommodation Needs Assessment (2023)

5.1 Introduction

- 5.1.1 The Council commissioned ORS to undertake the Gypsy and Traveller Accommodation Assessment (GTAA) for the Borough; the objective of that assessment being to quantify the number of Gypsy and Traveller pitches and Travelling Showpeople plots to meet identified needs for the plan period 2023 to 2040. The baseline of the 2023 GTAA is 1 April 2022, which is being used for this Report.
- 5.1.2 Department of Community and Local Government website was updated on 19 December 2023, with the following statement: *'Following the judgment in the Court of Appeal in the case of Smith v SSLUHC & Ors, the government is reverting the definition of Gypsies and Travellers used in the Planning Policy for Travellers Sites to that adopted in 2012, with this change applying from today (19 December 2023) for plan and decision making. The government intends to review the approach to this area of policy and case law in 2024.'* The national *'Planning Policy for Traveller Sites'* (2015) has not been updated to reflect this notification.
- 5.1.3 The Thurrock GTAA (2023) was undertaken before the above statement was published by Government. Therefore, the GTAA will need to be updated. However, the section below sets out a summary of the Thurrock GTAA (2023) results, which will also need to be updated once the GTAA has been revised.

5.2 Travelling Status

- 5.2.1 The GTAA splits the travelling status of households (Gypsy and Traveller pitches and Travelling Showpeople plots) into three categories:
- 'Travelling' households;
 - 'Non-Travelling' households; and
 - 'Unknown' households.

5.3 Existing and Future Traveller Pitch and Plot Needs

- 5.3.1 The GTAA (2023) identifies the existing and future needs for both 'Travelling' and 'Non-Travelling' Gypsy and Traveller pitches and Travelling Showpeople plots. A summary of need relating to each travelling status, for both Gypsy and Traveller pitches and Travelling Showpeople plots, is set out below.

Need – Gypsy and Traveller Pitches

- 5.3.2 The overall level of additional need for Gypsy and Travellers is for **54 pitches** over the Local Plan period. **Table 5.1** below sets out the Gypsy and Traveller pitch need for Thurrock in 5-year time periods:

Table 5.1: Need for Gypsy and Traveller Pitches in Thurrock

Local Plan Years	0-5	6-10	11-15	15-18	Total
	2023-27	2028-32	2033-37	2038-40	
Total Pitches	24	10	12	8	54
Traveller Pitches	5	4	5	4	18
Non-Travellers Pitches	19	6	7	4	36

- 5.3.3 There is a need for 18 pitches for households that met the '*Planning Policy for Traveller Sites*' planning definition over the plan period to 2040. This is made up of 3 households on unauthorised developments; 1 concealed or doubled-up household or single adult; a need for 11 pitches deriving from 5-year need from teenage children; 1 pitch with temporary planning permission; and 13 pitches from new household formation, using a rate of 1.90% derived from the household demographics. The GTAA (2023) concludes there is also supply of 7 vacant pitches on public sites and 4 pitches on public sites due to be vacated by households moving to housing.
- 5.3.4 There is a need for 36 pitches for households that did not meet the '*Planning Policy for Traveller Sites*' planning definition over the plan period to 2040. This is made up of 1 household on an unauthorised development; 7 concealed or doubled-up households or single adults; a need for 10 pitches deriving from 5-year need from teenage children; 1 pitch for in migration or roadside households; and 17 from new household formation, using a rate of 1.90% derived from the household demographics.

Need – 'Unknown' Gypsy and Traveller Pitches

- 5.3.5 The GTAA (2023) identifies an overall level of additional need for those households where the need is unknown as a maximum of **21 pitches** over the Local Plan period. This includes 15 households on unauthorised developments and 6 new household formation.

Need – Travelling Showpeople Plots

- 5.3.6 The overall level of additional need for Travelling Showpeople arising from Travelling Showpeople sites, excluding Buckles Lane area, is for **7 plots** over the Local Plan period. **Table 5.2** below sets out the Travelling Showpeople plot need for Thurrock in 5-year time periods:

Table 5.2: Need for Travelling Showpeople Plots in Thurrock

Local Plan Years	0-5	6-10	11-15	15-18	Total
	2023-27	2028-32	2033-37	2038-40	
Total Plots	4	2	1	0	7
Traveller Plots	4	2	1	0	7
Non Travellers Plots	0	0	0	0	0

- 5.3.7 There is a need for **7 plots** for households that met the '*Planning Policy for Traveller Sites*' planning definition over the plan period to 2040. This is made up of 3 concealed or doubled-up households or single adults; a need of 1 plot deriving from 5-year need from teenage children; and 3 from new household formation, derived from the household demographics.

Need – 'Unknown' Travelling Showpeople Plots

- 5.3.8 The overall level of additional need for those households where the Travelling status is unknown is a maximum of **1 pitch** over the Local Plan period to 2040.

- 5.3.9 There were 2 unknown households that generated a need for 1 pitch through new household formation, and 1 household that did not meet the planning definition that did not generate any current or future need over the plan period to 2040.

Need – Gypsy and Traveller Transit Pitches

- 5.3.10 The GTAA has not identified a need for transit pitches in Thurrock to address unauthorised encampments in the short-term. The GTAA has recommended that the situation relating to levels of encampments should continue to be monitored to determine if there are any increases in the number of encampments, and the nature of these encampments. The GTAA recommended that the Council work closely with other Essex authorities to identify the need for future transit provision on an Essex-wide basis. The Essex Planning Officers Association (EPOA) have commissioned ORS to complete a detailed study of transit needs across Essex, Southend-on-Sea, and Thurrock. This is due to be completed in 2024.

6 Site Assessment Results - Potential Gypsy and Traveller and Travelling Showperson Sites

6.1 Sites Assessed

- 6.1.1 A total of 110 potentially available sites were identified to be assessed at **Stage 1**. The source of sites included:
- Sites owned by Thurrock Council (70 sites)
 - Existing authorised and unauthorised Gypsy and Traveller Sites (18 sites)
 - Existing authorised and unauthorised Travelling Showperson Sites (14 sites)
 - Sites owned by other public bodies (7 sites)
 - Sites privately promoted for Traveller sites (1 sites).
- 6.1.2 All sites were mapped onto GIS and put into a sites database. A map showing the distribution of sites in Thurrock subject to assessment is contained at **Appendix C**.
- 6.1.3 The shortlisted sites have been assessed for their capacity to accommodate residential uses for Gypsy and Traveller and Traveller Showperson sites.

6.2 Stage 1 Suitability and Availability Matrix

- 6.2.1 The first stage in the assessment process involved the application of broad suitability criteria, including absolute constraints, together with an initial investigation of likely availability.
- 6.2.2 The initial assessment of site suitability and availability is summarised in a matrix, which is set out in **Appendix D**. A traffic light approach has been utilised, to identify where sites do not satisfy criteria (shown in red), where criteria may be capable of being satisfied (yellow) and where criteria are satisfied (green).
- 6.2.3 Sites identified as red have not gone forward to be assessed at **Stage 2**. 27 sites were rejected at **Stage 1** in Thurrock and therefore 83 sites were examined further at **Stage 2**.

6.3 Stage 2 Suitability, Availability and Achievability Site Assessments

- 6.3.1 **Stage 2** involved a more detailed assessment of suitability, availability and an examination of achievability issues.
- 6.3.2 At **Stage 2**, 73 sites were identified as having no further potential for Gypsy and Traveller pitches. **Appendix E** sets out these sites and the reasons for this decision.
- 6.3.3 Of the remaining 10 sites, **Appendices F and G** set out the detailed site assessment results which are considered potentially suitable, available and achievable for 'Traveller' Gypsy and Traveller sites. Details of these 10 sites are set out below.

6.4 Potential Gypsy and Traveller Pitches (outside Green Belt)

- 6.4.1 There is one site outside the Green Belt in Thurrock which is identified as potentially suitable to contribute additional pitches towards meeting future identified needs for Gypsies and Travellers. Results are set out in **Table 6.1** below.

Table 6.1: Site with Potential for Gypsy and Traveller Households in Thurrock (outside Green Belt)

Site No.	Site Name	Settlement	Further Capacity (pitches)	Use	Delivery
TH029	Land west of Daiglen Drive	South Ockendon	15	Gypsy and Traveller	2028 - 2032

6.4.2 The detailed site assessment for this site is provided in **Appendix G**.

6.5 Travelling Showpeople (outside Green Belt)

6.5.1 There are no sites outside the Green Belt in Thurrock which are identified as potentially suitable to contribute additional pitches towards meeting future identified needs for Travelling Showpeople.

6.6 Potential Gypsy and Traveller Pitches (inside Green Belt)

6.6.1 There are 9 sites in Thurrock which are identified as potentially suitable to contribute additional pitches towards meeting future identified needs for Gypsies and Travellers. This includes: new sites; intensification of existing authorised Gypsy and Traveller sites; and authorisation of existing unauthorised Gypsy and Traveller pitches or sites. Results are set out in **Table 6.2** below.

Table 6.2: Sites with Potential for Gypsy and Traveller Households in Thurrock (inside Green Belt)

Site No.	Site Name	Settlement	Potential Additional Authorised Pitches	Use	Delivery
TH007*	Land north of Stanford Road	Orsett	15	Gypsy and Traveller	2023 - 2027
TH090	The Paddock	Corringham	2	Gypsy and Traveller	2023 - 2027
TH092	The Willows	South Ockendon	2	Gypsy and Traveller	2023 - 2027
TH093	Beauchamp Place	Grays	2	Gypsy and Traveller	2028 – 2032
TH094	Manor View	Corringham	4	Gypsy and Traveller	2023 - 2027
TH095	Holy Lands	South Ockendon	2	Gypsy and Traveller	2023 - 2027
TH099	Orchard Stables	East Tilbury	3	Gypsy and Traveller	2023 - 2027
TH102	Land at Fort William Road	Vange	1	Gypsy and Traveller	2023 - 2027
TH105	North of Gammonfields Way	Stifford Clays	15	Gypsy and Traveller	2033 - 2038

*TH007 also suitable for Travelling Showpeople site

6.6.2 The detailed site assessments for these sites are provided in **Appendix F**.

- 6.6.3 The GTAA (2023) concluded that there was a supply of 7 vacant pitches on public Gypsy and Traveller sites at the time of survey and 4 pitches on public sites due to be vacated by households moving to housing.
- 6.6.4 For the three public Gypsy and Traveller sites, the Council confirmed (in March 2024) there were 4 vacant pitches (1 pitch at Pilgrims Lane; 0 pitches at Ship Lane; 3 pitches at Gammonfield). The Council also confirmed that 0 households at Gammonfield who are looking to move to housing.

6.7 Travelling Showpeople (inside Green Belt)

- 6.7.1 There is 1 site in Thurrock which is identified as potentially suitable to contribute additional plots towards meeting future identified needs for Travelling Showpeople. This site would provide a new Travelling Showpeople site, which is also suitable for Gypsy and Traveller use. Results are set out in **Table 6.3** below.

Table 6.3: Sites with Potential for Travelling Showpeople Households in Thurrock (inside Green Belt)

Site No.	Site Name	Settlement	Potential Additional Authorised Plots	Use	Delivery
TH007*	Land north of Stanford Road	Orsett	15	Travelling Showpeople	2023 - 2027

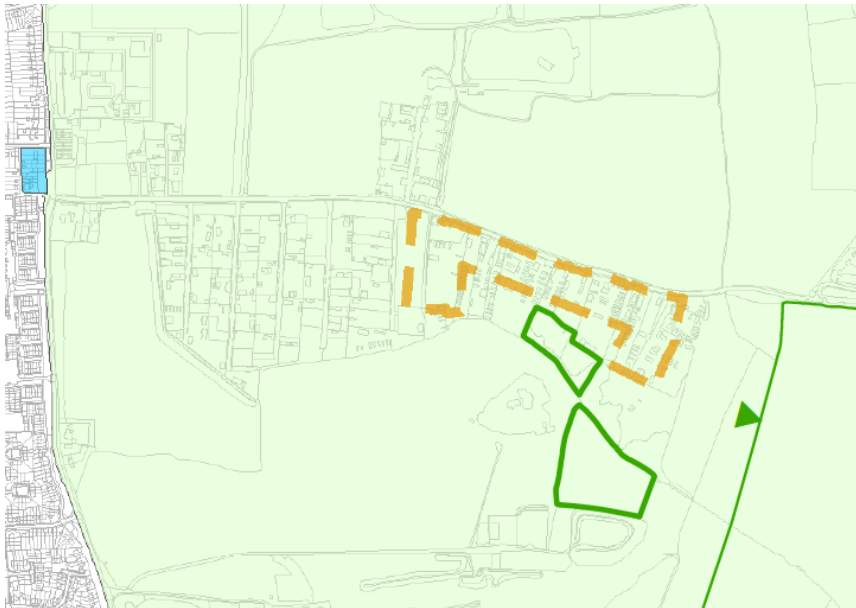
*TH007 also suitable for Gypsy and Traveller site

- 6.7.2 The detailed site assessment for this site is provided in **Appendix F**.

6.8 Buckles Lane Sites – Broad Assessment

- 6.8.1 As set out above, the Council requested that Stantec did not undertake a full assessment of 11 site areas in Buckles Lane, as listed in **Table 4.3** above and shown (blue site boundaries) on the plan in **Appendix C** and **Appendix H**. The broad assessment for these 11 site areas is set out below.
- The 11 site areas were assessed at Stage 1 and there are no site areas rejected at Stage 1, as set out in **Appendix D**.
 - The Council is currently undertaking separate work to understand the ownership and planning history for the 11 site areas.
 - Given the intensification on some of the site areas, there are potentially a significant number of caravans which are rented out beyond immediate Travelling families.
 - The adopted Core Strategy Proposals Map (extract below in **Figure 6.1**) shows that part of the area that is developed south of Buckles Lane is allocated for Travelling Showpeople development (Policy CSTP4).

Figure 6.1: Adopted Core Strategy Proposals Map - Buckles Lane Allocation for Travelling Showpeople development (Policy CSTP4)



- 6.8.2 Google maps indicates that the allocated site, and some adjoining areas, were already densely developed by 1999, with areas to the west and north also subdivided into plots and at least partially occupied by development. By 2002, these other areas are shown to be completely developed with an area of woodland (identified as a Local Nature Reserve – LNR - on the aforementioned map) on the southern edge of the allocated site being encroached upon by development. In the intervening period up to 2022 there appears to have been an intensification of development within the developed areas. The woodland appears now to be completely removed and forms part of the developed area.

Landscape Assessment

- 6.8.3 The Buckles Lane area is located within the Belhus Farmed River Terrace Gravels LCA (C1) which wraps around South Ockendon. Parts of this LCA, notably the area north of Buckles Lane, has been subject to clay, sand and gravel extraction with land being subsequently restored (sometimes poorly) with some ponds created and areas planted (possibly as part of the Thames Chase Community Forest initiative). The eastern fringe of the settlement is heavily influenced and fragmented by Gypsy and Traveller development at Buckles Lane where the character of the landscape has been particularly eroded, creating a low quality landscape dominated by development; a lack of land management also characterises the area, with areas of rough unmanaged land which attracts fly-tipping and contributes the perception of abandonment and neglect. This is reflected in the assessment which notes that one of the key characteristics of the LCA is the *'Fragmented character with a sense of intrusion from mineral extraction sites, landfill and infrastructure.'* The study notes that there is little settlement within the area with the exception of the development at Buckles Lane. The LCA's Vision for the area is:

'a well-managed and high quality rural landscape comprising a mosaic of farmland with an intact hedgerow network and historic buildings, parklands, woodlands and restored minerals sites rich in wildlife, all of which provide a breathing space for surrounding populations and opportunities for outdoor recreation.'

- 6.8.4 The guidance for the conservation and enhancement of the LCA focuses, inter alia, on the improvement of the area and integration of development through tree planting to provide

screening, the removal of unattractive features, restoration of land, and the promotion of opportunities for recreation. It includes:

‘...consider whether existing land uses such the Travelling Show People’s Site outside South Ockendon can be better integrated into the landscape, perhaps through tree planting.’

- 6.8.5 The LNR is identified as a part of a Local Wildlife Site on the Designations and Priority Habitats Map contained in the LCA.
- 6.8.6 The development that has occurred in this area has created a large, dense area of low quality development, which is separate from and not integrated with South Ockendon; the presence of the development, related activities, and low environmental quality of the area, is a disincentive to access by those that do not reside here. The sprawl of dense development, coupled with the absence of green space and planting to break it up and contain it, means the development is not integrated into the landscape; consequently, this has a pronounced negative effect on its surroundings and the perceptual qualities of the landscape.

Green Belt Assessment

- 6.8.7 Buckles Lane is the boundary between Green Belt parcels 15 (to the north) and 17 (to the south); in terms of their contribution to Green Belt purposes they have been assessed overall as set out in **Table 6.4** below.

Table 6.4: Green Belt Parcels 15 and 17 – Contribution to Green Belt Purposes

Green Belt Parcel	Purpose 1	Purpose 2	Purpose 3
15	None	None	Major/Moderate contribution
17	Moderate contribution	Major contribution	Major/Moderate contribution

- 6.8.8 The location of the 11 Travelling Showpeople site areas, within Green Belt Parcels 15 and 16, is shown in the map in **Figure 6.2** overleaf.

Figure 6.2: Adopted Core Strategy Proposals Map - Buckles Lane



6.8.9 Most of the Gypsy and Traveller and Travelling Showpeople development, including the allocated site, lies with the northern part of parcel 17.

6.8.10 The contribution to Green Belt purposes of these two parcels are considered further below.

Purpose 1

6.8.11 In terms of the contribution (Moderate) of parcel 17 to checking sprawl of large built up areas (purpose 1), it is the southern part of this parcel in association with parcel 20 south of the A13 which provides the greatest constraint to the northward expansion of the Thurrock urban area. Therefore, the development along the southern side of Buckles Lane does not conflict with this function (South Ockendon is not a 'large built up area' defined in the assessment), although the area of development could be considered as 'sprawl' in its own right.

6.8.12 Parcel 15 was considered to provide no contribution to this purpose.

Purpose 2

6.8.13 The assessment recorded that it is the southern part of the parcel that contributes principally to this purpose due to the separation that it provides between the towns of South Ockendon and Chafford Hundred and the north western edge of Grays/Stifford Clays. Development in this location therefore makes no contribution to this purpose.

6.8.14 Parcel 15 was considered to provide no contribution to this purpose.

Purpose 3

6.8.15 In respect of parcel 17, the assessment concluded:

'Southern part of parcel contains small straggling village of North Stifford located above the southern side of the Mar Dyke valley; northern part contains large concentration of Gypsy and Travelling Showpeople sites (on former quarry/landfill sites south of Buckles Lane) which creates a significant encroachment into the countryside. Mardyke Valley golf course occupies much of the middle ground. Whilst much of the parcel (north of the valley) has been subject to past landfilling, restoration has largely been successful and the area provides significant containment to the edge of the town. Given the immediate relationship of this parcel to the south eastern part of South Ockendon the designation is important in safeguarding the parcel from encroachment (including piecemeal development around North Stifford), although it does not appear to have acted as a constraint to the expansion of the Gypsy and Travelling Showpeople development.'

6.8.16 The expansion of the development south of Buckles Lane clearly conflicts with this purpose, and the consequences of encroachment into the countryside are fully apparent.

6.8.17 The assessment of parcel 17, notes:

'The southern part of the parcel contains significant encroachment from residential development off Sycamore Way (a Major Developed Site in Green Belt), Gypsy and Traveller development (north of Buckles Lane) and other small incidental developments. Much of the landscape within the parcel has been disrupted by mineral extraction sites (partly restored, some to lakes for recreation use). All but the southern part has generally pronounced rural, largely open character with productive farmland and a distinct sense of openness.'

'The designation provides a strong constraint to development around the edge of South Ockendon, although this is not apparent from the erosion of the countryside by various uses, notably gypsy and traveller development on former landfill north of Buckles Lane and neglected restored land.'

6.8.18 The overriding requirement of Green Belt is to maintain 'openness' – there is a physical as well as a visual dimension to 'openness'. The development, authorised and unauthorised, clearly conflicts with this requirement and represents an obvious encroachment into the countryside, both physically and visually.

7 Delivery Against Identified Needs and Location of Sites

7.1 Pitch and Plot Targets

- 7.1.1 *'Planning Policy for Traveller Sites'* 2015 requires local planning authorities to set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople, to meet likely permanent and transit site accommodation needs arising in each area.
- 7.1.2 The Thurrock Gypsy and Traveller Accommodation Assessment (GTAA), completed by ORS in 2023, details the total identified need for 'Travelling' and 'Non-Travelling' Gypsy and Traveller pitches and Travelling Showpeople plots to meet residential needs between 2023 and 2040, to address the needs of all identifiable households in Thurrock. The results are set out in Section 5 above and summarised in **Table 7.1** below:

Table 7.1: GTAA need for Thurrock in 5-year time periods

	2023-27	2028-32	2033-37	2038-40	Total
Gypsy and Traveller Residential 'Travelling' pitches	5	4	5	4	18
Gypsy and Traveller Residential 'Non-Travelling' pitches	19	6	7	4	36
Travelling Showpeople 'Travelling' plots	4	2	1	0	7
Travelling Showpeople 'Non-Travelling' plots	0	0	0	0	0

Need for households where the need is unknown for Gypsy and Traveller pitches is 21 extra pitches.

Need for households where the need is unknown for Travelling Showpeople plots is 1 extra pitches.

GTAA will need to be updated following Court of Appeal decision relating to change in travelling status (December 2023).

- 7.1.3 There are currently no operational public transit sites, and the GTAA has recommended that a transit need is not required in the short-term, though should be monitored going forwards.
- 7.1.4 The Council will need to review the GTAA in light of the Court of Appeal decision (December 2023), relating to the change in travelling status, as set out in paragraph 2.1.4, 5.1.2 and 5.1.3 above. Once the GTAA targets are confirmed, the Council will be in a position to include local targets into its emerging Local Plan to reflect the pitch and plot targets identified in the Thurrock GTAA.

7.2 A Supply of Deliverable and Developable Sites

- 7.2.1 In developing the Local Plan, *'Planning Policy for Traveller Sites'* 2015 requires *'local planning authorities to identify and keep up-to-date a supply of specific deliverable sites sufficient to provide five years' worth of sites against those locally set targets and a supply of specific developable sites or broad locations to meet needs, where possible, for up to 15 years.*
- 7.2.2 Policy B of the *'Planning Policy for Traveller Sites'* 2015 also required local planning authorities to *'consider production of joint development plan that set targets on a cross-authority basis, to provide more flexibility in identifying sites, particularly if a local planning authority has special or strict planning constraints across its area'.*

- 7.2.3 Stantec conclude that to address the requirement to ensure that identified need is met throughout the Plan period, the Council should consider the following:
- Safeguard existing sites to prevent their loss to other uses and increase the identified pitch/plot requirement for the local planning authority area;
 - Allocate deliverable sites beyond the Green Belt;
 - Allocate deliverable sites within the Green Belt, if not enough sites are found beyond the Green Belt; and,
 - Allocate sites within strategic urban extensions.

7.3 Delivery Against Need and Location of Sites

- 7.3.1 The location of sites is important, in terms of the fit with need and how sites relate to Thurrock's spatial strategy:
- **Fit with needs:** e.g. location of current needs, existing Traveller site provision and needs of different travelling communities; and,
 - **How potential sites relate to spatial strategies:** e.g. settlement hierarchy, relationship of sites to sustainable settlements and accessibility to key services.
- 7.3.2 The fit with needs is an important consideration and, unlike the housing market, the small scale of need and supply (compared to general housing) can in some instances require the consideration of the needs of specific families or households and the appropriate form and location of provision to meet those specific needs. In some local authority's specific needs remain unmet, whilst sites remain vacant, because the sites provided are inappropriate to meet specific needs. Stantec conclude that the provision of pitches for Gypsies and Travellers sites and Travelling Showpeople plots should be proactively managed to ensure a good fit with identified need and enable delivery. This can be delivered through a combination of local government functions, including through the planning system. This is particularly relevant to Thurrock, where the majority of existing Gypsy and Traveller sites and Travelling Showpeople sites are located in the Green Belt and some of which have been identified as not suitable for further development due to impacts on Green Belt purposes.
- 7.3.3 In meeting national policy's 5-year land supply requirements, the Council will need sites phased for delivery over the 2023-2040 Plan period. This will require further investigation of both site viability and delivery to ensure that site options selected by the Council are both viable and deliverable if they are to contribute towards the Council meeting its requirement to identify sufficient sites.
- 7.3.4 The majority of Thurrock's population live in urban centres, and 27% of the Thurrock's land is in urban locations. However, it is a relatively small local authority area at only 48 square miles. Compared to more rural districts, Thurrock is very accessible due to its links to the strategic and local road network. It could be said that any potential Gypsy and Traveller and Travelling Showpeople site is within a relatively sustainable location from an accessibility perspective. The actual distance to services from each potential site is identified within the individual site assessments in **Appendix F and G**.

- 7.3.5 There are inherent conflicts between national policy such as Green Belt policy and the requirement to meet the needs of the travelling community. Stantec consider that an important distinction has been identified in national policy '*Planning for Travellers Sites*' (Policy E) between the consideration of Traveller sites within a planning application and within Local Plan preparation. Local Planning Authorities have a requirement to identify sites in their Local Plans to meet the specific needs for Gypsy and Traveller and Travelling Showpeople sites. Whilst speculative planning applications for sites in the Green Belt would be considered inappropriate development, except in very special circumstances, Stantec consider that it is appropriate for a Council to identify and allocate a site, removing the site from the Green Belt through 'insetting' in the plan making process (in line with Policy E). The clear difference is that the Council can demonstrate that it has considered all other site options outside the Green Belt against needs, combined with evidence of the sites' potential suitability (specifically, impact on Green Belt purposes) and the lack of available suitable site alternatives in non-Green Belt locations.
- 7.3.6 Suggestions to help inform the Council on Local Policy advice and on how to address any potential shortfalls of pitches and/or plots, to meet the need identified in the GTAA, is set out in **Section 8**.

8 Local Policy Advice

8.1 Local Policy Advice

- 8.1.1 The Local Plan needs to include appropriate policies across the plan period, to set targets, meet the needs of Gypsy and Traveller and Traveller Showpeople households, and to provide a basis for considering all planning applications.
- 8.1.2 The adopted Core Strategy (2015) contains policies relating to Gypsy and Traveller and Travelling Showpeople development. The policies included in the Core Strategy are listed below and set out in full in **Appendix A**:
- CSTP3 – Gypsies and Travellers; and
 - CSTP4 - Travelling Showpeople Sites.
- 8.1.3 The adopted Core Strategy Proposal Map also allocates a number of existing Traveller sites, including:
- Buckles Lane (TH075) (private Travelling Showpeople site)
 - Chadfields, Tilbury (TH083) (private Travelling Showpeople site)
 - Fairacres (TH084) (private Travelling Showpeople site)
 - Gammonfield (TH085) (public Gypsy and Traveller site)
 - Pilgrim Lane (TH086) (public Gypsy and Traveller site)
 - Ship Lane (TH087) (public Gypsy and Traveller site)
- 8.1.4 The Council should consider, in revising Local Plan Gypsy and Traveller policies, the following:
- Set out the spatial strategy for Gypsy and Travellers sites, for planning applications, in line with national policy: Gypsy and Traveller and Travelling Showpeople sites can be located within urban and rural areas (non-Green Belt locations);
 - Set out the need targets, identified in the GTAA (2023) (to be updated to reflect new travelling status update), for Gypsy and Traveller pitches and Travelling Showpeople plots;
 - Safeguard existing authorised sites for Gypsy and Traveller and Travelling Showpeople uses;
 - Allocate potential sites (outside the Green Belt; and then within the Green Belt if need can not be met outside the Green Belt) for Gypsy and Traveller and Travelling Showpeople uses;
 - Where it has not been possible to identify enough sites, include policies to reflect the Council's inclusion of pitches/plots within Strategic Urban Allocations, subject to robust evidence on viability and deliverability of each Local Plan allocation; and,
 - Set out criteria for assessing all Gypsy and Traveller and Travelling Showpeople planning applications.

- 8.1.5 There were a large number of households identified in the GTAA with an 'Unknown' travelling status (and need). The status of these existing households (sites) is unlikely to be known to the Council, until a planning application is submitted for development, or within a revision of the GTAA in the future. The need of these sites will need to be established, as and when planning applications are submitted for these sites, and then determined in accordance with national policy and Local Plan policies.
- 8.1.6 Given the extent of the Green Belt in Thurrock Borough, the Council should identify sufficient sites to meet defined needs over the whole plan period to 2040, rather than relying on just the criteria policy to meet needs in the plan period. Once adopted, the newly defined Green Belt boundaries will continue to be a significant constraint to planning applications for Gypsy, Traveller and Travelling Showpeople use on sites that have not been identified and allocated in the Local Plan and therefore any available sites that are otherwise suitable and available should be allocated for that future purpose.
- 8.1.7 The National Planning Policy Framework is clear that when defining Green Belt boundaries local *'authorities may choose to review and alter Green Belt boundaries where exceptional circumstances are fully evidenced and justified, in which case proposals for changes should be made only through the plan-making process. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period.'* (NPPF para 145). The Council could therefore consider the allocation of specific sites and for provision within the Green Belt, which will be taken forward in the draft Local Plan, to meet the needs over the whole plan period. This would ensure that:
- All the defined needs are addressed in the Local Plan;
 - The travelling and settled communities would have certainty on the location of future sites;
 - The Council would be in a stronger position to deal with unauthorised sites and encampments;
 - Provision would have a closer fit with the needs and current provision, which is generally located within the Green Belt; and,
 - Provision would have a better fit with the Council's emerging spatial strategy, which seeks to direct development towards sustainable sites with good access to main towns and key services.
- 8.1.8 The Local Plan could include specific policy for Gypsy and Traveller and Travelling Showpeople allocations, as well as a criteria policy for planning applications.

8.2 Delivery and Management

- 8.2.1 The vast majority of Gypsy and Traveller and Travelling Showpeople sites in Thurrock Borough are privately owned and located within the Green Belt. These are mainly family run sites. The majority of future planning applications for pitches is likely to be submitted for existing sites within the Green Belt, either through households seeking to intensify, or expand existing Gypsy and Traveller and Travelling Showpeople sites.
- 8.2.2 There may also be new sites purchased by the Gypsy and Traveller community in the future. These sites are unlikely to be known to the local authority, until the landowners seek planning permission. These sites should be assessed against the criteria policy set out in the Local Plan.

- 8.2.3 There are three affordable public Gypsy and Traveller sites in Thurrock Borough. The Council should explore if there is a need for a further public site within the Borough, and who is able to develop and manage a new site.
- 8.2.4 There is the potential for Thurrock Council to undertake the development and management of any new public sites within Thurrock Borough. Otherwise, Registered Providers could be best placed to help deliver and manage public sites, working in partnership with the Council. Stantec are unaware of any Registered Providers currently managing any sites in Essex. The Council could discuss the potential delivery and/or management of Gypsy, Traveller and Travelling Showpeople Sites with Registered Providers, to determine if this is an option.
- 8.2.5 There are also examples, such as Worcester, within the country of local planning authorities planning for the future provision of sites for travelling communities by drafting policies to allocate urban extension sites for housing and traveller pitches, requiring developers to provide serviced pitches/plots for private sale to Gypsies, Travellers or Travelling Showpeople. Where there is a demonstrable need for provision, some local planning authorities are identifying a need for developers to provide pitches/plots, or commuted sums, as part of the overall benefits package required for new development sites.
- 8.2.6 There are also innovative delivery models that have been developed in other parts of the country, such as Elim Housing in the West of England, which could provide for the funding of initial sites to be recycled to provide for further sites, in the same way as affordable housing has been delivered by housing bodies for some years. For example, the Council could consider using New Homes Bonus, or other monies to buy a site, or identify their own public assets and then make them available to organised Gypsy and Traveller groups on a non-profit making basis for them to develop and manage. Such groups could also be offered the opportunity to buy stakes in the site, allowing the income from such sales to be recycled to provide further sites.
- 8.2.7 The Council could investigate these sources of funding and delivery options further, including future Homes England grants for Traveller sites, in partnership with the Registered Providers and other delivery partners.

8.3 Phasing and Monitoring

- 8.3.1 As with other forms of development, the release of Gypsy, Traveller and Travelling Showpeople sites should be managed to ensure that it corresponds with identified need.
- 8.3.2 The Council could potentially identify sufficient sites to meet needs within the plan period dependant on the outcomes of consideration of options for delivery within the Green Belt.
- 8.3.3 Once the Council has identified and allocated enough sites, active monitoring of supply against need on an annual basis, as required by '*Planning Policy for Traveller Sites*' 2015, would determine the need for any potential release of land to meet future needs. To ensure that it is able to demonstrate that it has an up to date understanding of local needs, the Council should also undertake periodic review of its needs evidence base, via an updated GTAA.
- 8.3.4 If the Council make the decision to rely on strategic allocations, to meet the 5 year land supply, the Council should consider whether any of this Gypsy and Traveller provision can be brought forward earlier, to help meet the needs within the first 5 years of the Local Plan.

Appendix A Adopted Local Planning Policy

The adopted Development Plan policies of specific relevance to the Gypsy and Traveller and Travelling Showpeople Site Assessment study are set out in Thurrock Core Strategy (2015) and below.

CSTP3 - GYPSIES AND TRAVELLERS

1. The Council will support proposals that seek to ensure that the standard of the existing approved Gypsy and Traveller sites in the Borough is progressively improved and upgraded.
2. The Council will seek to make provision for a total of 87 additional pitches (see i to iii below) in accordance with RSS Policy H3, for the period 2006-2021, subject to credible evidence of actual need for any further pitch provision demonstrated over the period to 2021 through the GTAA review.
 - i. The Council will review the existing unauthorised 'tolerated' Gypsy and Traveller sites through the Site Specific Allocations DPD and where appropriate regularise their status at existing pitch levels or with appropriate extensions to the site, if satisfied that they meet the provisions of this policy and if required at the time.
 - ii. The Council will provide an additional five pitches at the Pilgrims Lane site.
 - iii. Subsequently the Council will make additional pitch allocations through extensions of the other existing sites, authorised and regulated, and through allocation of new sites if proven to be necessary and appropriate.
3. The Council will refresh its own GTAA to assess the evidence of actual need over the Plan period from 2021 to 2026/7 and shall identify further pitch provision to meet any such need through the Site Specific Allocations and Policies DPD or a revision thereto.
4. The Council will continue to engage with local gypsies and travellers through the work of the dedicated Gypsy liaison and planning officers.
5. In relation to the identified need beyond 2021, the Council will continue to work with our partners in the region to develop a fair and equitable distribution of provision.
6. Proposals for new or extensions to existing Gypsy and Traveller Sites will be considered by reference to the following criteria:
 - i. The Council is satisfied that there is a clearly established need for the site and the number of pitches involved cannot be met by an existing site;
 - ii. The site is accessible by foot, cycle and/or public transport to local services and facilities, such as shops, primary and secondary schools, healthcare and other community facilities;
 - iii. The site proposal will not unacceptably impact upon the safety and amenity of the occupants and neighbouring uses;
 - iv. The site proposal will not unacceptably harm the character and appearance of the area and will not result in an unacceptable visual impact;
 - v. The proposed accommodation on the site or site extension will not normally comprise more than 5 individual pitches. This threshold may be exceeded where the site location and topography allows always subject to the availability of credible evidence of actual need;
 - vi. The site will have safe and convenient access to the road network and would not cause a significant hazard to other road users;

- vii. The site will make provision for parking, turning, service and emergency vehicles;
- viii. The site will be supplied with essential services such as water, power, sewerage and drainage, and waste disposal;
- ix. Proposals incorporate a landscape strategy where appropriate;
- x. The vulnerability of the proposed site to flood risk.

CSTP4 - TRAVELLING SHOWPEOPLE

1. The existing approved and established sites listed below will be safeguarded as permanent accommodation in the Borough for Travelling Showpeople:
 - Buckles Lane, South Ockendon;
 - Rear of Mill Lane / London Road, West Thurrock; and
 - Rear of St Chad's Road, Tilbury.
2. The Council will meet any jointly agreed and identified future need for Travelling Showpeople in the Borough through the allocation of land at the existing temporary site to the west of land south of Buckles Lane and upgraded to meet Showman Guild Standards. The extent of this site will be identified in the Site Specific Allocations and Policies DPD and shown on the Proposals Map.
3. Should the East of England Plan be revoked, or the Joint Review process abandoned, the Council will initiate a Review of further need through the GTAA Review process with a view to making further allocations if necessary.
4. Subject to the completion of the Review process no further plots will be permitted for this use unless the proposed site/s meet the relevant following requirements:
 - i. The Council is satisfied that there is a clearly established need for the site within Thurrock;
 - ii. The number of plots involved cannot be met by an existing or allocated site within Thurrock;
 - iii. The plot meets the Showman Guild Standards;
 - iv. The plot is suitable for mixed residential and business/storage uses;
 - v. The plot is accessible by foot, cycle and/or public transport to local services and facilities, such as shops, primary and secondary schools, healthcare and other community facilities;
 - vi. Development of the plot will not unacceptably impact upon the safety and amenity of the occupants and neighbouring uses;
 - vii. Development of the plot will not unacceptably harm the character and appearance of the area and will not result in an unacceptable visual impact;
 - viii. The plot will have safe and convenient access to the road network and would not cause a significant hazard to other road users;
 - ix. The plot will make provision for parking, turning, service and emergency vehicles;
 - x. Proposals incorporate a landscape strategy where appropriate;

- xi. The vulnerability of the proposed site to flood risk and potential danger to occupants has been assessed in accordance with the requirements of Policy PMD15;
- xii. The plot is not situated on, or adjacent to, sites of international, national, regional or local biodiversity and/or geological diversity importance.

Appendix B Design Templates

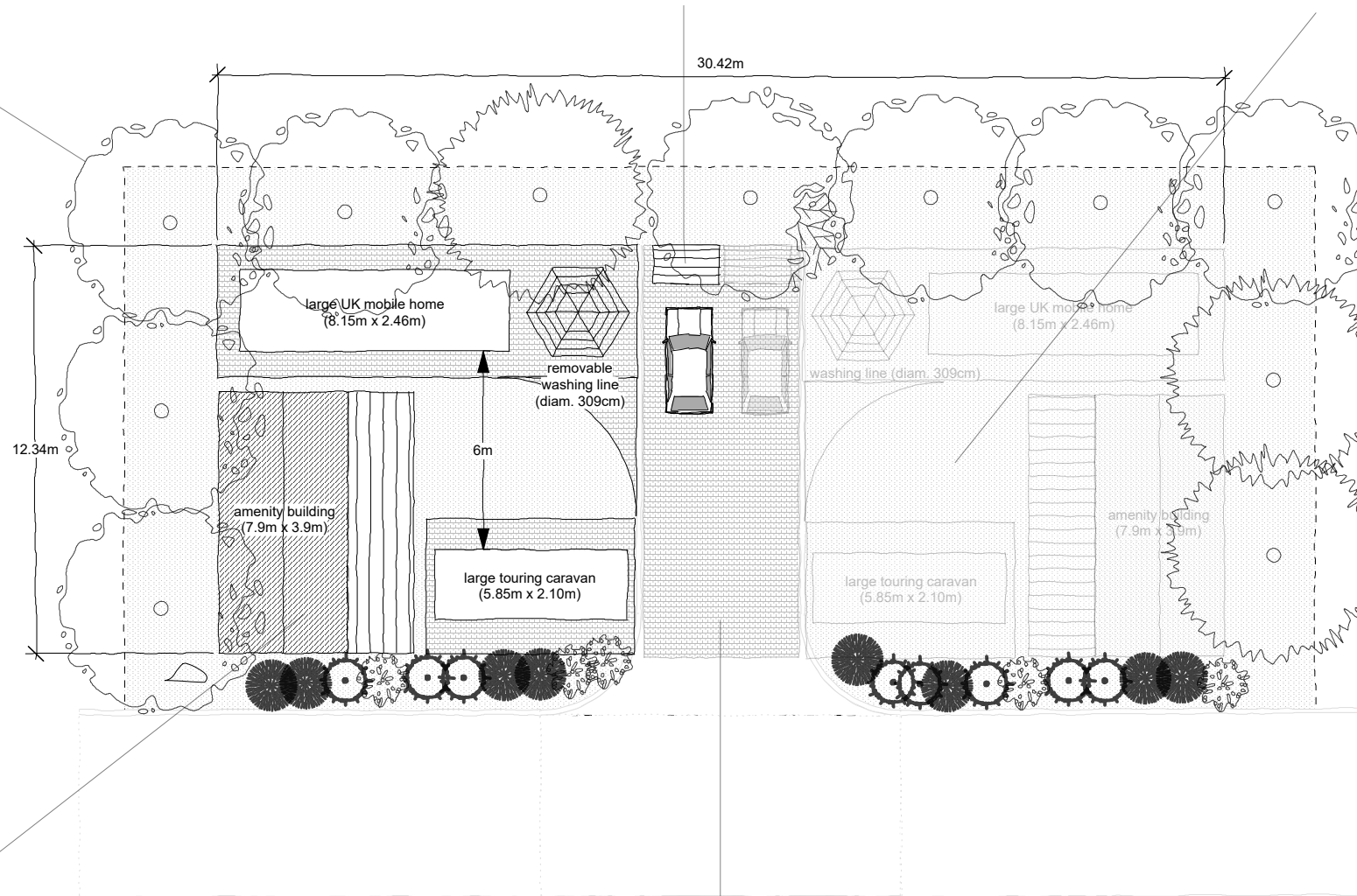
EXAMPLE OF 1-2 PITCH PRIVATE SITE (0.14 acres)

Use of existing landscaping (such as mature hedgerows) is desirable particularly if it encourages biodiversity (generally native species) and is low maintenance. It affords a good level of privacy and security without the defensive/hostile nature of gates, walls and fences. That said, each site will need to be designed with the appropriate security measures in mind as per the Police's 'Secure By Design' Principles. There will be considerable difference in these needs between urban and rural locations, for example.

A secure/lockable shed should be provided for storage of things like bicycles and other large but portable equipment. Size is dependent on needs, but there should be sufficient space for each member of the family to have a bicycle as well as any other gardening equipment.

Ideally sites would provide space play and/or food growing. In this instance this area of land could also accommodate a further pitch if necessary, though that would of course restrict the play and food growing to the small open space on each pitch.

There should be at least a 3m gap within the inside of all site perimeter boundaries and a 6m gap between combustible units, which includes caravans and mobile homes, though not amenity buildings if made out of non-combustible materials.



Some families will also have need of grazing land for their horse(s). Minimum spaces are for 1 horse to 1 acre (or 0.5 acre for ponies or horses under 14.2 hands)

Living quarters should generally not be overlooked by neighbours so some further hedging may be necessary

Government guidance suggests that amenity buildings should include:

- water closet (basin, toilet, bath/shower)
- (open plan) kitchen/dining/living area
- secure storage space for harmful substances/medicines
- enclosed storage for food, broom, washing/cleaning items
- space for cooker, fridge/freezer & washing machine

We suggest also that a large porch, veranda or other covered outdoor space would be useful given the limited indoor living space and the relatively high levels of cloud cover and precipitation in this country.

Access routes will need to accommodate all vehicles that need access to the site. In this case tracking would need to be carried out to ensure that there is sufficient turning space (on hard standing if regularly moved) for a large mobile home. Standards for refuse and fire truck access will need to be met too. Again, in this case space for safe stopping only is needed as the site is small enough to ensure that distance to refuse collection points and hose length standards are met. These standards and others can be found in Building Regulations and Manual for Streets.

No.	Date	Appr	Revision Notes
-64	Jan 2011	Issue Note	
No.	Date	Issue Notes	
Design Firm		Baker Associates	
Consultant		The Crescent Centre Bristol BS1 6EZ	
Project Title		Dorset GTTS DPD	
Sheet Title		1-2 Pitch Site	
Project Manager		Mark Russell	Project ID a483
Drawn By		Daniel Black	Scale 1:200 @ A3
Reviewed By		N/A	Sheet No.
Date			_____ of _____
CAD File Name		a483/001/Rev1	1 of 1

EXAMPLE: 5 PITCH PUBLIC SITE (0.72 acre)

Use of existing landscaping (such as mature hedgerows) is desirable particularly if it encourages biodiversity (generally native species) and is low maintenance. It affords a good level of privacy and security without the defensive/hostile nature of gates, walls and fences. That said, each site will need to be designed with the appropriate security measures in mind as per the Police's 'Secure By Design' Principles. There will be considerable difference in these needs between urban and rural locations, for example.

There should be at least a 3m gap within the inside of all site perimeter boundaries and a 6m gap between combustible units, which includes caravans and mobile homes, though not amenity buildings if made out of non-combustible materials.

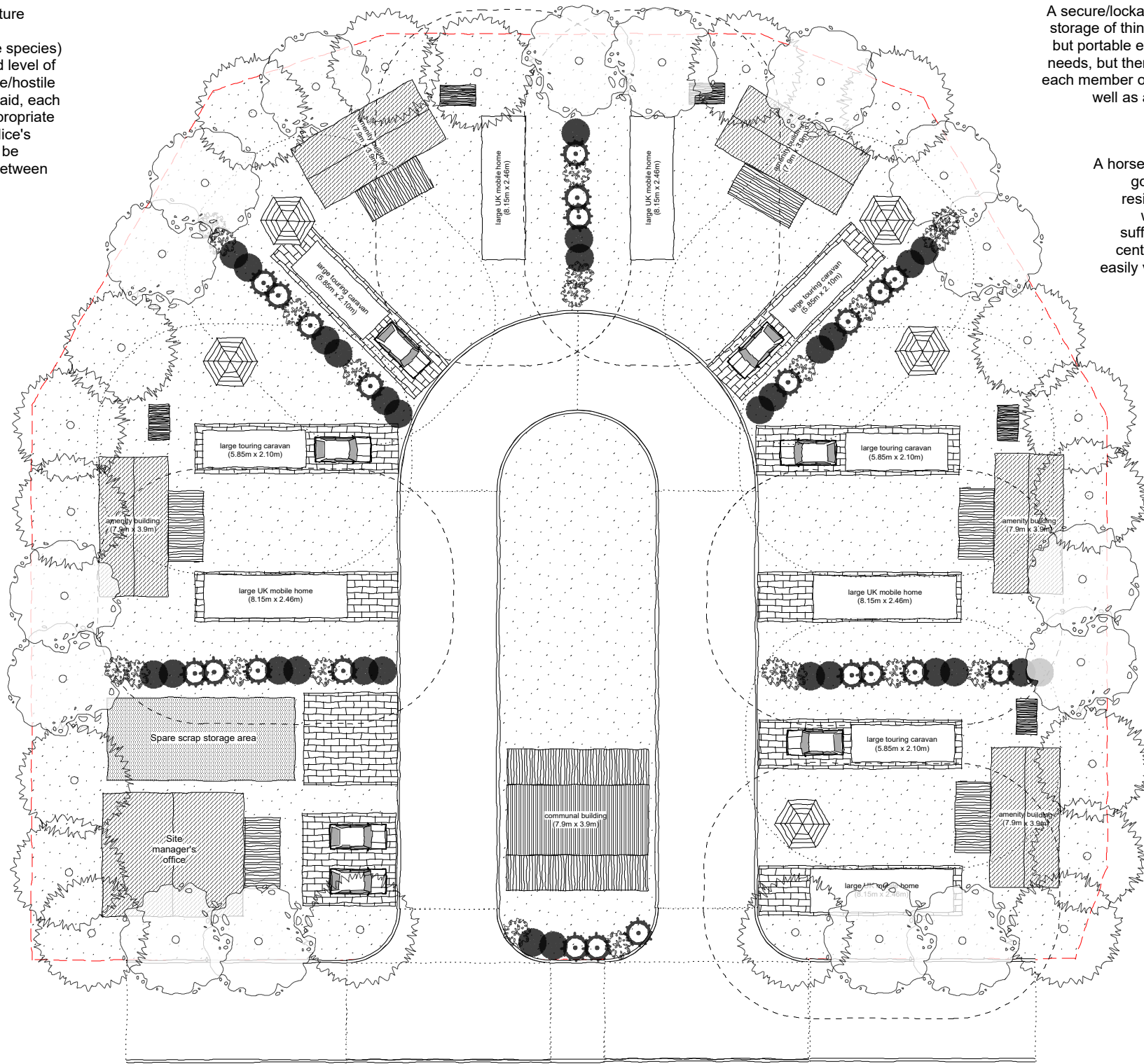
Specific additional space available for scrap storage can be well used (e.g. Piddlehinton Gypsy Site)

A site manager's office is ideally located near the entrance for ease of access and is of a size to accommodate an office, a kitchenette, a bathroom and a storage room.

Government guidance suggests that amenity buildings should include:

- water closet (basin, toilet, bath/shower)
- (open plan) kitchen/dining/living area
- secure storage space for harmful substances/medicines
- enclosed storage for food, broom, washing/cleaning items
- space for cooker, fridge/freezer & washing machine

We suggest also that a large porch, veranda or other covered outdoor space would be useful given the limited indoor living space and the relatively high levels of cloud cover and precipitation in this country.



Access routes will need to accommodate all vehicles that need access to the site. In this case tracking would need to be carried out to ensure that there is sufficient turning space for a large mobile home. Standards for refuse and fire truck access will need to be met too. Again, in this case space for safe stopping only is needed as the site is small enough to ensure that distance to refuse collection points and hose length standards are met. These standards and others can be found in Building Regulations and Manual for Streets.

A secure/lockable shed should be provided for storage of things like bicycles and other large, but portable equipment. Size is dependent on needs, but there should be sufficient space for each member of the family to have a bicycle as well as any other gardening equipment.

A horseshoe layout is recommended in government guidance as it allows residents to look out for each other while at the same time affording sufficient privacy. It also provides a central play area/open space that is easily visible from each of the pitches.

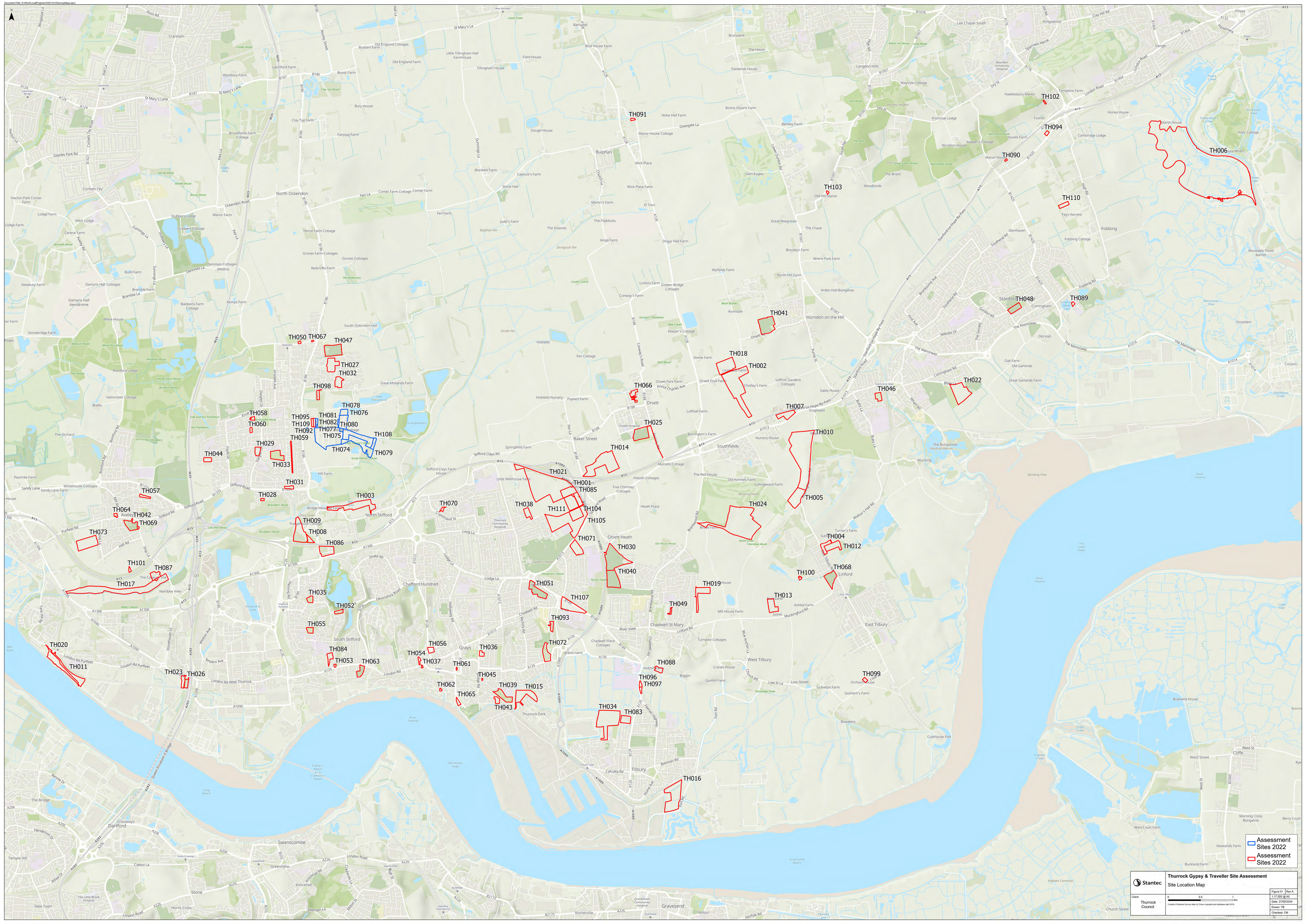
Some families will also have need of grazing land for their horse(s). Minimum spaces are for 1 horse to 1 acre (or 0.5 acre for ponies or horses under 14.2 hands)

Living quarters should generally not be overlooked by neighbours so some further hedging may be necessary

A communal building may be needed where an existing building is inaccessible. This is particularly useful for larger sites. It can be an important resource in sustaining a more remote site, offering an opportunity for health visitors, youth workers and education services, as well as for use by residents and the site manager.

No.	Date	Appr	Revision Notes
-64	Jan 2011	Issue Note	
No.	Date	Issue Notes	
Design Firm	BAKER ASSOCIATES		
Consultant	The Crescent Centre Bristol BS1 6EZ		
Project Title	Dorset GTTS DPD		
Sheet Title	6 Pitch Site		
Project Manager	Mark Russell	Project ID	a483
Drawn By	Daniel Black	Scale	1:300 @ A3
Reviewed By	N/A	Sheet No.	Sheet No. 2
Date	Date	_____ of _____	
CAD File Name	a483/002/Rev1	6	

Appendix C Location Plan - Sites Assessed



Assessment Sites 2022
Assessment Sites 2022

Stantec **Thurrock Gypsy & Traveller Site Assessment**
Site Location Map

Client: Thurrock Council

Scale: 0 0.5 1 km

Figure 01 | Rev A
1:17,000 @ A2
Date: 20/06/2024
Drawn: TB
Checked: CM

Appendix D Desktop Assessment Matrix - Stage 1

Appendix E Sites with No Potential - Stage 2

Site ref	Site name/address	Settlement	Reason for rejection
TH001	Land north west side of Long Lane	Orsett	Part of the Site is a Gypsy and Traveller Site which will be demolished by the proposed Lower Thames Crossing, if the DCO is made (decision due June 2024). Therefore, the site is potentially not available for Gypsy and Traveller development.
TH002	Land south of Orsett Road	Horndon on the Hill	The Site is owned by Church Commissioners for England and therefore deemed potentially available for Gypsy and Traveller or Travelling Showpeople development. However, landscape and Green Belt assessment only identify the house and garden area potentially suitable for Gypsy and Traveller development, which is occupied.
TH003	Land north of High Road	North Stifford	The Site is not suitable for Gypsy and Traveller development as part of the Site is within Flood Zone 3, there is no highways access into the Site and the Site is not suitable due to impact on landscape character and Green Belt purposes. The north and west part of the Site is within Flood Zone 3. The remainder of the site does not have highway access. Green Belt Assessment:
TH004	Land north east of East Tilbury Road Linford	Stanford-Le-Hope	The Site is not suitable for Gypsy and Traveller development due to the Site's ecological value and impact on Green Belt purposes. Highway Assessment (Thurrock Council): Access concerns onto East Tilbury Road. Ecology Assessment (Thurrock Council): The Site is part of an area that has been managed by Essex Wildlife Trust as Linford Nature Reserve. The wood to the east is the designated Linford Wood Nature Reserve. Not suitable. Green Belt Assessment: The Site is located in the southern part of Green Belt parcel 11, assessed as making a Fundamental contribution to purpose 1 on the basis of the relationship of the northern edge with Corringham/Stanford-le-Hope), a Slight/Negligible contribution to purpose 2, and Major contribution to purpose 3 where the countryside is largely free of inappropriate development. The Site is undeveloped and forms Linford Wood Nature Reserve. Any development within the Site would adversely affect openness and give rise to an obvious encroachment into countryside. The Site is not considered suitable for further consideration.

Site ref	Site name/address	Settlement	Reason for rejection
TH009	Land west of Back Lane	North Stifford	<p>The Site is not suitable for Gypsy and Traveller development as a majority of the Site is within Flood Zone 3 and the remainder of the Site is woodland. Furthermore, the Site is not suitable due to impact on landscape character and Green Belt purposes.</p> <p>Green Belt Assessment: The Site lies within the south western corner of Green Belt parcel 17 adjoining site TH009. The parcel has been assessed as making a Major or Moderate contribution to purposes 1-3. In particular the Site falls between the southern edge of South Ockendon and northern edge of the Thurrock built up area, within the Mar Dyke Valley – a distinctive area of countryside/green infrastructure that runs west east between the two built up areas. Development in this location would be a clear encroachment into an area of open countryside that contributes to this separation and which is largely free of development. The Site is not considered suitable for further investigation.</p> <p>Landscape Assessment: The Site falls within LLCA B1, Lower Mar Dyke River Valley, an area that possesses a strong sense of enclosure and provides a break between adjacent built up areas, and forms part of the Davy Down riverside park (adjoining Site TH009 is a car park for visitors). There is an attractive view northwards from the Site towards the distinctive brick arched railway bridge which contributes to the sense of place and historic interest in association with the nearby Victorian pumping station. Any development in this site (much of which is within Flood Zones 2 and 3) would give rise to significant adverse landscape and visual effects and reduce the amenity value of this part of the park. The Site is not suitable for further investigation.</p>
TH012	Land south of Waltons Hall Road	Stanford Le Hope	<p>The Site is not suitable for Gypsy and Traveller development due to its ecological value. Furthermore, the Site is not suitable due to the impact on Green Belt purposes.</p> <p>Ecology Assessment (Thurrock Council): The Site adjoins to west of the designated area of the Linford Wood Nature Reserve, however, the Site in question has been managed as part of an enlarged wildlife areas managed by the Local Wildlife Trust as a nature reserve. The southern part of the Site encroaches into designated Linford Wood Nature Reserve. Not suitable.</p> <p>Green Belt Assessment: The Site is located in the southern part of Green Belt parcel 11, assessed as making a Fundamental contribution to purpose 1 on the basis of the relationship of the northern edge with Corringham/Stanford-le-Hope), a Slight/Negligible contribution to purpose 2, and Major contribution to purpose 3 where the countryside is largely free of inappropriate development. The Site is undeveloped and forms Linford Wood Nature Reserve. Any development within the Site would adversely affect openness and give rise to an obvious encroachment into countryside. The Site is not considered suitable for further consideration.</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH013	Land north of Muckingford Road	Tilbury	<p>The Site is not suitable for Gypsy and Traveller development due to the impact on landscape character and Green Belt purposes.</p> <p>Green Belt Assessment:</p> <p>The Site is located on the southern part of Green Belt parcel 25, assessed as making a Major contribution to purposes 1 (on the basis of its close relationship with Chadwell St Mary and position between that settlement and Corringham/Stanford-le-Hope) and 3 (as it provides an important constraint to piecemeal development within an area of scattered development and on the fringes of settlements). It provides a Slight/Negligible contribution to purpose 2. It forms part of an area of open farmland and a Gypsy and Traveller development in this location would affect the openness of the area and be a clear encroachment into the countryside, poorly related to existing settlement. The Site is not considered to be suitable for further investigation.</p> <p>Landscape Assessment:</p> <p>The Site lies within LLCA H1, East and West Tilbury Open Undulating Farmland, within an expansive area of open and visual exposed productive arable farmland (grade 2) that is largely free of development except for a house close to the north eastern and south eastern boundaries. The 'L' shaped field is partly bounded by hedgerows and crossed by two parallel HV electricity lines (with one pylon located within the northern half of the field – which may be re-routed as part of the Lower Thames Crossing (LTC) project). The LTC route would pass a short distance to the east with Muckingford Road directly to the south east being raised to cross over the LTC. It is unclear how the Site may be accessed except via an existing private track on the south east boundary. The Site is not considered suitable for further investigation; any development would be an incongruous imposition on the landscape, at odds with the prevailing open agricultural character.</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH018	Land at north of Orsett Road	Horndon on the Hill	<p>The Site is not suitable for Gypsy and Traveller development due the impact on landscape character and Green Belt purposes.</p> <p>The Site comprises two parts – the eastern part is part of a large open arable field with no boundaries along the eastern and northern boundaries of the Site. The western part a complex of buildings which appears to include (at least) one house within associated grounds with a large grass area to the north. The house and associated grounds is not available for Gypsy and Traveller development. The eastern part is not suitable due to impact on landscape character and Green Belt purposes. The eastern section is also crossed by high voltage electricity lines.</p> <p>Green Belt Assessment:</p> <p>The Site lies on the southern edge of Green Belt parcel 04 which has been assessed as making a Fundamental contribution to purpose 3 due to the strong unspoilt rural character of the area, particularly constraining development around the fringes of Horndon-on-the-Hill, and no contribution to purposes 1 and 2. The Site comprises two parts – the eastern part is part of a large open arable field with no boundaries along the eastern and northern boundaries of the Site. The western part a complex of buildings which appears to include (at least) one house within associated grounds with a large grass area to the north. This western part of the Site is well contained by boundary hedgerows and trees. Whilst any development would conflict with purpose 3 and a loss of openness within the Green Belt, the northern part of the western area may offer some scope to accommodate a development, related to existing development, that would be discreet and the effects of which are likely to be limited and localised. Development in the eastern part would be a very obvious incongruous encroachment into a large open field and rely on the creation of new boundaries where none currently exist on two sides. The western part of the Site may warrant further investigation, although any development is likely to have to remain within Green Belt due to its position within the wider surrounding Green Belt. Access into the Site was not possible and it is recommended that further investigation is undertaken to consider its potential for Gypsy and Traveller/Travelling Show development, subject to the demonstration of exceptional circumstances to justify the provision of Gypsy and Traveller development within the Green Belt.</p> <p>Landscape Assessment:</p> <p>The Site is located within LLCA H2, Orsett & Horndon-on-the-Hill Open Undulating Farmland, and consists of two distinct parts which have completely different landscape and visual characteristics, as described under the Green Belt section above. Any development within the eastern open arable field, which is crossed by HV electricity lines, is likely to give rise to significant adverse landscape and visual effects within a location that possesses a strong rural character and is visually exposed. A Site in this location would be very difficult to support and is not recommended for further consideration. The western parcel has a more enclosed character and is partly developed and, as such, it is distinct from the open agricultural landscape beyond; it forms part of a small loose cluster of development located north and south of Orsett Road which is assimilated by vegetation in contrast to the surroundings of open fields.</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH019	Land east of Cole Avenue	Chadwell St Mary	<p>The Site is not suitable for Gypsy and Traveller development due to the impact on landscape character and Green Belt purposes.</p> <p>Green Belt Assessment:</p> <p>The Site is located on the south western edge of Green Belt parcel 25, assessed as making a Major contribution to purpose 1 (on the basis of its close relationship with Chadwell St Mary and position between that settlement and Corringham/Stanford-le-Hope) and purpose 3 (as it provides an important constraint to piecemeal development within an area of scattered development and on the fringes of settlements). It provides a Slight/Negligible contribution to purpose 2. The Site is an illogically shaped area of land that appears to only partly reflect landscape features on the ground. It is close to, but does not adjoin, the eastern edge of Chadwell St Mary, where the Green Belt boundary is well defined along a road (Cole Avenue) and reinforced roadside hedgerow. The Site is open and forms an integral part of the large scale open arable farmland, which is free of any significant development. Any development within this location would clearly affect openness and be an obvious encroachment into open countryside beyond a well-defined settlement limit and Green Belt boundary. The Site is not suitable for further consideration.</p> <p>Landscape Assessment:</p> <p>The Site lies within LLCA H1, East and West Tilbury Open Undulating Farmland, within an expansive area of open arable land that is largely free of development. It is visually exposed and, although close to the existing edge of Chadwell St Mary, is separate from it. The Site boundaries do not follow, for the most part, defined landscape features and the larger northern part is a corner of a large arable field. A public footpath passes the southern boundary. The area has strong rural character and the Site is unsuitable for development which would form a significant and incongruous incursion into this strong agricultural landscape. The Site is not suitable for further consideration.</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH022	Land south of Billet Lane	Stanford-le-Hope	<p>The majority of Site is used as open space and there are operational allotments on the western part of the Site. The Site proposed for open space/ community use.</p> <p>Green Belt Assessment: The Site is located on the northern edge of Green Belt parcel 10, assessed as making a Fundamental contribution to purposes 1 and 3, and no contribution to purpose 2, on the basis of the constraints that it provides to the southward expansion of Corringham/Stanford-le-Hope into the adjoining countryside. The Green Belt boundary is clearly defined along Billett Lane on the edge of the settlement with the Site within the Green Belt directly to the south. Any development within this Site, which is open land with no development, would conflict with these important purposes. The Site is unsuitable for further consideration.</p> <p>Landscape Assessment: The Site is located within LLCA 12, Stanford-le-Hope & Corringham, which covers the built up area. The Site is open grassland and appears to be used for informal recreation (although not identified as open space in the Local Plan), forming part of a fringe landscape of recreational spaces. Residential development along the north side of Billett Lane overlook the Site; allotments lie beyond a hedgerow on the western boundary, with a fence and hedge defining the eastern boundary with a residential property and associated buildings (and possibly a Gypsy and Traveller pitch) and a pub/restaurant. The Site is open flat and featureless allowing some long distance views, over the southern boundary hedgerow, towards the estuary and beyond to north Kent, and creating a sense of openness along this part of the settlement edge. Consequently, the Site is not considered suitable as a location for Gypsy and Traveller development which would adversely affect its open nature and apparent recreational amenity value, and be most difficult to assimilate successfully. The Site is therefore not suitable for further consideration.</p>
TH024	Land off High House Lane	Chadwell St Mary	<p>The Site is not suitable for Gypsy and Traveller development due to its ecological value and on highways grounds.</p> <p>The Site does not have any direct highway access.</p> <p>Part of the Site is in Lower Thames Crossing boundary.</p> <p>Highway Assessment (Thurrock Council): No details of access arrangement. Access onto A128 should be resisted as Level 1 route and high accident record on country lane.</p> <p>Ecology Assessment (Thurrock Council): A significant part of the Site has been included as part of the revised Mucking Heath Complex Local Wildlife Site during the 2016 Local Wildlife Site review. Not suitable.</p>
TH025	Land south of School Lane	Orsett	<p>The Site is currently in use as a cricket field and pavilion, therefore it is not currently available for Gypsy and Traveller development.</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH027	Land at Birch Crescent	South Ockendon	<p>The Site is adjacent existing residential properties and provides open space/amenity space for the wider residential estate. Therefore, Gypsy and Traveller development would not be suitable in this location.</p> <p>Green Belt Assessment: The Site falls within Green Belt parcel 15, a large parcel that includes the residential estate development of which the Site forms an integral part. In this location the land contributes very little to the strategic purposes of Green Belt and the Green Belt assessment noted that the designation is inconsistent with the developed nature of the estate and the area could be considered for removal from the Green Belt. The Site forms part of a network of open space within the development. Any development would represent a clear encroachment into 'countryside' and the Site is not considered to be suitable for further consideration.</p> <p>Landscape Assessment: The Site lies within LLCA D2, South Ockendon, which covers the built up area of the settlement. The estate development has been laid out around areas of open space which forms a network of green infrastructure within the estate and creates a strong character and sense of place. The Site is considered entirely unsuitable for Gypsy and Traveller use.</p>
TH028	Corve Lane	South Ockendon	<p>The Site is adjacent existing residential properties. Gypsy and Traveller development would not be suitable in this location. The Council confirm that the Site part of land within pending planning application 20/01777/FUL for residential development of 173 units.</p>
TH031	Callan Grove	South Ockendon	<p>The Site is existing open space and is adjacent existing residential properties. Gypsy and Traveller development would not be suitable in this location.</p>
TH032	Land south of Holly Drive	South Ockendon	<p>The Site is adjacent existing residential properties and provides open/amenity space for the wider residential estate. Gypsy and Traveller development would not be suitable in this location.</p>
TH033	Land west of Barle Gardens	South Ockendon	<p>The Site is currently used for recreational and outdoor sport purposes. Therefore, the Site is not currently available for Gypsy and Traveller development. The Council confirm that part of site is within pending planning application (20/01777/FUL) for residential development of 173 units.</p>
TH035	Land off Felipe Road	Chafford Hundred	<p>The Site is adjacent existing residential properties and provides amenity space for the residential properties. Therefore, Gypsy and Traveller development would not be suitable in this location.</p>
TH036	Bridge Road	Grays	<p>The Site is a car park and scout hut, immediately adjacent to a derelict site and residential properties. Therefore, the Site is not available or suitable for Gypsy and Traveller development. The Council confirmed (January 2024) that: 'The site has either already been disposed of or is on the asset disposal list. It is anticipated that the Scout Hut will be sold to the Scouts and the car park developed for residential uses.'</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH038	Land east of Brookmans Avenue Stifford Clays	Grays	The Site is adjacent existing residential properties. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH040	West of Orsett Heath Crescent	Chadwell St Mary	<p>The Site is allocated as public open space. Furthermore, The Site is not suitable for Gypsy and Traveller development tdue to impact on landscape character and Green Belt purposes.</p> <p>Green Belt Assessment: The Site is located within the central eastern part of Green Belt parcel 28. The parcel, which straddles the A1089, has been assessed as making a Fundamental contribution to purpose 2 due to its location within the narrow area of land that separates the towns of Chadwell St Mary and the edge of Thurrock/Grays at Little Thurrock/Socketts Heath. The designation protects open space (effectively a continuation of Chadwell Recreation Ground to the north (Site TH035), identified as open space in the Local Plan), as opposed to countryside and, therefore does not contribute to purpose 3. The area comprises a large expanse of mown grassland with a small building and two hard court areas. It is overlooked by houses along the eastern, southern and north eastern sides; the boundaries of the Green Belt are well defined along recognisable features. Notwithstanding its amenity use, the Site is not considered suitable for further consideration due to the separation that it provides between the adjoining towns.</p> <p>Landscape Assessment: The Site is located within LLCA H1, East and West Tilbury Open Undulating Farmland, and comprises the southern part of Chadwell Recreation Ground, an area primarily comprising flat open pitches, a small building and car park and two hard courts, bounded mostly by residential areas to the east, north east and south. A footpath/cycle link across the south western part provides a connection over the A1089 (in cutting), between the northern part of Chadwell St Mary and Thurrock/Grays at Little Thurrock/Socketts Heath to the west. Whilst, in landscape terms, the site is unremarkable it creates a physical and visual break in the built-up area (connected to the area of open space to the north– Site TH035), is part of a network of green infrastructure, as well as providing separation between the north western edge of Chadwell St Mary and the beyond the A1089 to the west. Notwithstanding its existing community use, the Site is not considered suitable for further consideration.</p>
TH041	Orsett Road Recreation Ground	Horndon on the Hill	<p>The Site is currently used for recreational, play and outdoor sport purposes. It also includes a scout hut. Therefore, the site is not currently available for Gypsy and Traveller development. Furthermore, the Site is not suitable due to the impact on Green Belt purposes.</p> <p>Green Belt Assessment: The Site lies on the edge of Horndon-on-the-Hill within the south east corner of Green Belt parcel 04 which has been assessed as making a Fundamental contribution to purpose 3 due to the strong unspoilt rural character of the area, particularly constraining development around the fringes of Horndon-on-the-Hill, and no contribution to purposes 1 and 2. It comprises a recreation ground which appears to be well used. Development within the Site (even, if possible, given the existing use) would conflict with purpose 3, and encroach into the countryside (the Site has some rural qualities and is predominantly open). The Site is not considered suitable for further consideration.</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH042	Aveley Recreation Ground Ship Lane	Aveley	The Site is currently used for recreational, play, community hub and bowling club purposes. Therefore, the Site is not currently available or suitable for Gypsy and Traveller development.
TH044	Land off Garron Lane / Humber Avenue	South Ockendon	The Site is adjacent existing residential properties and provides open space/amenity space for the wider residential estate. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH045	Grove Road Car Park	Grays	The Site is a small existing car park which appears to be well used, and located adjacent existing residential properties. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH046	Land off Ruskin Road	Stanford Le Hope	The Site is adjacent existing residential properties and provides play space/amenity space for the wider residential estate. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH047	South Ockendon Recreation Ground Cliff Place	South Ockendon	<p>The Site is adjacent existing residential properties and provides cricket ground/play space for the wider residential estate. Therefore, Gypsy and Traveller development would not be suitable in this location.</p> <p>Green Belt Assessment: The Site falls within Green Belt parcel 15, a large parcel that includes the residential estate development to the south and countryside extending away to the north and east; this land provides a Major to Moderate contribution to safeguarding the countryside from encroachment (purpose 3). The site is in recreational use with a cricket square, amenity building, bowls club, tennis courts, car park and play facilities. Although the existing built facilities do reduce openness, these are located close to the western built up edge and, whilst not 'countryside' there is otherwise a strong sense of openness to the Site. It therefore makes a clear contribution to the third purpose of Green Belt.</p>
TH048	Land off Springhouse Road	Stanford Le Hope	The Site is adjacent existing residential properties and provides open space/amenity space for the wider residential estate. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH049	Vigerons Way	Chadwell St Mary	The Site is currently used for garage court and parking purposes. It is also adjacent existing residential properties. Therefore, the Site is not currently available or suitable for Gypsy and Traveller development.
TH050	Land north of West Road	South Ockendon	The Site is adjacent existing residential properties. Therefore, Gypsy and Traveller development would not be suitable in this location.

Site ref	Site name/address	Settlement	Reason for rejection
TH051	Land at Rectory Road / Woodview	Grays	The Site is adjacent existing residential properties and provides open space/play area for the wider residential estate. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH052	Warren Lane	Chafford Hundred	The Site forms part of the Warren Lane Playing Fields and is adjacent existing residential properties. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH053	Rose Cottages Mill Lane	South Stifford	The Site is adjacent existing residential properties and too small for Gypsy and Traveller development. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH054	Land at Eastern Way	Grays	The Site consists of a grass verge and is not suitable for Gypsy and Traveller development.
TH055	Land north of Mayflower Road	Chafford Hundred	The Site is adjacent existing residential properties and provides open/amenity space for the wider residential estate. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH056	Hogg Lane roundabout	Grays	The Site consists of a roundabout and Gypsy and Traveller development on this Site would not be suitable.
TH058	Land north of Enborne Green	South Ockendon	The Site is adjacent existing residential properties and provides open/amenity space for the residential estate. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH059	Land off Broxburn Drive	South Ockendon	The Site is currently used for garage court and parking purposes. It is also adjacent existing residential properties. Therefore, the Site is not currently available or suitable for Gypsy and Traveller development.
TH060	Land west of Derry Avenue	South Ockendon	The Site is adjacent existing residential properties and provides open/amenity space for the residential estate. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH061	Land south of Darnley Road	Grays	The Site is currently used for car park purposes. The Council confirm that the Site was granted planning application (23/00442/FUL), in March 2024, for 53 self-contained flats. Therefore, the Site is not currently available for Gypsy and Traveller development.

Site ref	Site name/address	Settlement	Reason for rejection
TH064	Aveley Library/Hall/Car Park	Aveley	The Site is not available for Gypsy and Traveller development. The Site was granted planning permission in March 2023 (Thurrock Council application ref: 22/01682/TBC) for '16 x one and two bedroom affordable apartments in two buildings'.
TH066	Land at Ridgwell Avenue	Orsett	The Site is currently in residential use. Therefore, the Site is not currently available for Gypsy and Traveller development.
TH067	Prince of Wales West Street	South Ockendon	The Site is vacant, but is too small for Gypsy and Traveller development. The Site is being promoted for residential development.
TH068	Recreation Ground East Tilbury Road	East Tilbury	<p>The Site is currently used for play and recreational purposes. Part of the Site is within Flood Zone 3. Therefore, the Site is not suitable or available for Gypsy and Traveller development. Furthermore, the Site is not suitable due to impact on landscape character and Green Belt purposes.</p> <p>Green Belt Assessment: The Site lies within the south-eastern corner of Green Belt parcel 25; the parcel has been assessed as providing Major contributions to purposes 1 and 3. It also provides a Slight/Negligible contribution to purpose 2; whilst the Site does not lie between two towns it does lie between the smaller settlements Linford and the northern end of East Tilbury where the gap between the two settlements is extremely narrow. Whilst this may not strictly meet the definition of the purpose it is clearly of local importance and a relevant consideration as any development within the Site would reduce this separation. As the settlements are not 'large built up areas' the Site makes no contribution to purpose 1. The Site is open recreational space and identified as open space in the Local Plan; whilst not 'countryside' it has an open undeveloped character and the uses are compatible with Green Belt. Whilst development within the Site would not give rise to conflict with strategic Green Belt purposes, there would clearly be conflict with the overall aim of protecting its openness. The Site is not considered suitable for further investigation.</p> <p>Landscape Assessment: The Site which lies within LLCA H1, East and West Tilbury Open Undulating Farmland, is an area of public open space containing playing fields/grass athletics track, multi use games area and play area, fringed by trees and overlooked by housing to the north and south. The north/north eastern part is an area of flood risk. The site is contained from the agricultural countryside to the west by a hedgerow but will become separated from it by Lower Thames Crossing, if permitted. The space forms an attractive focal space separating the small settlement of Linford from the northern end of the larger settlement of East Tilbury; as such it contributes to a sense of place and the separate identity of the two settlements. Even if the current use did not preclude it, any form of Gypsy and Traveller development would be extremely difficult to integrate and would have an inevitable adverse effect on the character, integrity and amenity value of this space. The Site is not considered suitable for further investigation.</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH069	Eastern part of Aveley Recreation Ground Ship Lane	Aveley	The Site is part of a wider/larger site used for recreational purposes. It is also adjacent existing residential properties. Therefore, the Site is not currently available or suitable for Gypsy and Traveller development.
TH070	Parking area north of Crammavil Street	Grays	The Site is adjacent existing residential properties and provides car parking for local residents. Therefore, Gypsy and Traveller development would not be suitable in this location.
TH071	Land south of Stanford Road Little Thurrock	Grays	The Council confirmed (January 2024) that the Site is not available for Traveller use, as the Site will be developed for playing pitches, in conjunction with the development of a secondary school.
TH073	Land between A13 and Love Lane	Aveley	<p>The Site is not suitable for Gypsy and Traveller development due to impact on landscape character and Green Belt purposes.</p> <p>Green Belt Assessment: The Site lies within of tract of land that wraps around south and south western sides of Aveley, between the settlement and the A13, forming Green Belt parcel 22; this parcel was assessed as making a Major contribution to purposes 2 and 3 (although the western part, within which the Site is located, was noted as being of less importance to purpose 2). The boundaries of the Site are not very clearly defined – the northern boundary has no clear boundary, the east abuts rear gardens, the south a poor partial hedgeline, and the west a scrub and grassland mosaic which is a Site of Special Scientific Interest. Any development within this Site would result in a clear reduction in openness and an incursion into Green Belt countryside, beyond a defined edge of the settlement. Development within any part of the Site would create an arbitrary edge to the Green Belt if the Site were to be excluded from the designation. The Site is not considered to be suitable for further consideration as a Gypsy and Traveller site.</p> <p>Landscape Assessment: The Site lies within LLCA C1, Belhus Farmed River Terrace Gravels, which extends around the settlement. Whilst the Site is currently unmanaged, it forms an integral part of a tract of open countryside that extends around the western and southern sides of the settlement and, being located on elevated land, is quite visually exposed to the south/south-west; this allows outward views towards the Thames estuary. As a part of this tract of land the Site contributes to the elevated setting of the village and its separation from the A13. Any development within the Site would form an arbitrary projection out from the defined settlement edge and would require significant mitigation to provide containment. The Site is therefore not considered to be a suitable site in landscape terms.</p>
TH084	Fairacres - Mill Lane, West Thurrock		This is an existing Travelling Showperson Site allocated in the Core Strategy (CSTP4) for Travelling Showpeople. There appears to be one mobile home on the Site and the remaining area is used for lorries and equipment. The ORS GTAA (2023) did not identify a need for the Site, as no surveys were conducted with the residents. There is capacity for further residential Travelling Showperson caravans on the Site, which would require some of the equipment/lorries on the site to be removed. However, the site is currently being promoted for residential development.

Site ref	Site name/address	Settlement	Reason for rejection
TH085	Gammon Field - Gammon fields Way, Grays North		This is an existing public Gypsy and Traveller site with 21 authorised pitches, 3 of which are vacant pitches. The Site will be demolished due to the Lower Thames Crossing alignment, if the Development Consent Order (DCO) is Granted. There is no capacity for further pitches. National Highways is proposing to relocate residents to a Site (TH111) south of the existing Site.
TH086	Pilgrims Lane	North Stifford	This is an existing public Gypsy and Traveller site with 22 authorised pitches, owned by Thurrock Council. There was 1 vacant pitch at the time of the survey in February 2024. Land to the west (1.3ha) of the existing Traveller site is also owned by Thurrock Council. There are potential air quality and noise impacts on any future residents, from adjacent roads to the north (A13) and west of the Site. There is a pylon and electricity lines crossing the site, which would restrict development, as there will need to be a 20m development free buffer from each pylon leg. The Stakeholders Advisory Group on electric and magnetic fields precautionary approach suggests that dwellings are a minimum of 60m from the centreline of the overhead lines, which would make this Site unsuitable for development if this approach was taken by the Council.

Site ref	Site name/address	Settlement	Reason for rejection
TH087	Ship Lane	Aveley	<p>This is an existing public Gypsy and Traveller site with 21 authorised pitches, which is owned by the Council. In February 2024 all pitches were occupied. There is no capacity to intensify the site with further pitches. To the north of the Site is unauthorised encroachment into the adjoining agricultural field. This northern field is in private ownership and availability for Gypsy and Traveller development has not been confirmed. To the south of the Site, again within private ownership, is an area used as informal stables. The whole authorised Traveller Site and the encroachment area to the south is within Flood Zone 3 and not suitable for further Gypsy and Traveller development. The Site and neighbouring land is also not suitable for Gypsy and Traveller development due to impact on landscape character and Green Belt purposes.</p> <p>Landscape Assessment: The Site forms an 'isolated' cluster of development in the area of countryside that separates the southern side of Aveley from the northern part of Purfleet, which lies within the Lower Mar Dyke Valley (LCA B1), which is a distinctive natural feature that contributes to the countryside separation between the northern edge of Purfleet and the southern side of Aveley and South Ockendon and is vulnerable to erosion by piecemeal development. The existing Site is reasonably contained from in views from Ship Lane by the (rather poor) hedgerow on the southern side and by the bund and rising land to the north although, if extended north into the adjoining higher land, is likely to become more apparent from Ship Lane as it rises to cross the A13. The poor quality horse shelters south of the Site are unattractive structures that intrude into undeveloped part of the valley and detract from the open character of the valley. The Site is not considered suitable for further expansion. It would be appropriate to consider the creation of containment of the existing Site and measures to prevent encroachment beyond the existing formal Site, of which there is already evidence, leading to further changes in landscape character and quality.</p> <p>Green Belt Assessment: The Site is situated within Green Belt parcel 39 which, together with parcel 22, separates Purfleet from Aveley, assessed as making a Major contribution to Green Belt purposes 1-3. In respect of parcel 3, the assessment notes that the 'Parcel forms important part of connective green infrastructure, linking the Mar Dyke catchment to the estuary, which defines northern side of Thurrock built up area. Any expansion of the Site would be a further encroachment of inappropriate development within this area and is not recommended.</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH088	The Laurels Biggin Lane	Chadwell St Mary	<p>This is an existing Gypsy and Traveller site with 5 authorised pitches (10 caravans, no more than 5 static caravans), won on Appeal. The northern part of the Site contains unauthorised caravans. Immediately north of the authorised pitches 1, 2 and 3 the Site is within Flood Zone 3, conflicts with Green Belt purposes and is not suitable for Gypsy and Traveller development. The most northern part of the Site is outside of Flood Zone 3, however is not suitable for Gypsy and Traveller development due to potential impacts to Green Belt purposes.</p> <p>Green Belt Assessment: The Site lies at the interface of Green Belt parcels 29 and 33. These parcels fulfil the first three purposes of the designation to a high degree. Expansion/intensification of the site beyond existing permitted areas would be contrary to the assessment and the maintenance of the openness of the Green Belt. Given, the sporadic nature of development in this location, the designation provides an important control over development. The unauthorised expansion of the Site is a further encroachment of inappropriate development within this area.</p>
TH089	Small Acres No.1 and No.2 Herd Lane	Corringham	<p>This is an existing authorised private Gypsy and Traveller site, with 2 pitches which has personal planning permission. These 2 pitches are suitable for full planning permission in landscape and Green Belt terms.</p> <p>Landscape Assessment: The Site is adjoined to the north west, east and south east by development. The perception is of dual sided development along Herd Lane, although the Site is at odds with the prevailing built character. The Site is well contained by this development and, appears reasonably screened by vegetation along its boundary with the lake to the west; this also appears to largely contain the Site from the Conservation Area on the opposite side of the lake.</p> <p>Green Belt Assessment: The Site, which benefits from a personal planning permission, is located within Green Belt parcel 09 which was assessed overall as being of Fundamental importance to Green Belt purposes 1 and 3. The development that has taken place within the Site, most of which appears to have persisted since at least 1999 (Google search), has reduced the openness of the Green Belt and resulted into an encroachment into the countryside, alongside the pond. Green Belt openness is also compromised by the existing development that lies between the Site and the boundary of the Green Belt, on the west side of Herd Lane, which is defined to the rear of the properties fronting onto Fobbing Road to the north. The development of Corringham Primary School to the south also reduces openness, as do the buildings around the Wyldecrest Sport Club east of the school. However, the Primary Upper School complex, located opposite the Site, on the other side of Herd Lane, is excluded from the Green Belt. Given this context, the Site is considered suitable for full permission.</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH098	Echo Farm Mollands Lane	South Ockendon	<p>This is a tolerated private Gypsy and Traveller Site, with development to the north and cleared land to the south. The northern part of the Site is tolerated development and therefore does not require further planning permission. The area to the south is not considered suitable for additional Gypsy and Traveller pitches due to potential impacts on landscape character and Green Belt purposes.</p> <p>Landscape Assessment: The Site is located within the Belhus Farmed River Terrace Gravels character area (LCA C1), adjoining the edge of the defined built up area of South Ockendon (LCA D2). Development within the Site is well contained by areas of vegetation from all aspects such that, with the exception of the new residential development immediately to the north, the landscape and visual effects of development are limited to the Site. If development is to be permitted it is recommended that the development is restricted to the northern part of the Site to avoid over intensification/development and the encroachment of development southwards towards other development.</p> <p>Green Belt Assessment: The Site is located within Green Belt parcel 15, assessed as providing a Major to Moderate contribution to the third purpose. The designation provides a strong constraint to development around the edge of South Ockendon. The Gypsy and Traveller development within the Site conflicts with this purpose; expansion of development southwards would lead to an increase in encroachment.</p>
TH100	Site Lower Crescent, Linford		<p>This is an existing tolerated Site which has a varying number of caravans, at different times, due to travelling families. Therefore, the Site does not require planning permission.</p>
TH101	Site Off of Love Lane, Aveley		<p>This is an existing Gypsy and Traveller Site with three pitches (from Google mapping). It is a tolerated Site and therefore does not require further planning permission.</p>

Site ref	Site name/address	Settlement	Reason for rejection
TH103	Land Adjacent Lowlands Sutton Hall Farm	Stanford-le-Hope	<p>This is a small greenfield Site located between two residential properties, which was promoted for potential Gypsy and Traveller development in the Council's 2019 Call for Sites consultation. The Site is not considered suitable for Gypsy and Traveller development due to potential impacts on landscape character and Green Belt purposes.</p> <p>Landscape Assessment: The Site is located on the northern fringe of the Langdon Lower Hill Slopes (LCA J1) where vegetation is noted as generally assimilating existing development and roads into the landscape. The Site has no natural boundary on its south eastern side, essentially forming a small part of a much larger field. The fact that there is no existing access implies a new access will need to be formed from South Hill, with the loss of roadside vegetation which is a characteristic feature of this locality. This is also likely to open up the Site to view. It would also reinforce the ribbon development that is evident along South Hill. The Site is therefore considered to be an inappropriate location for Gypsy and Traveller development.</p> <p>Green Belt Assessment: The site is located on the north western edge of Green Belt parcel 01, at its boundary with parcel 02. This parcel has been assessed as making very significant contributions to purposes 1-3. Development of the site would conflict with these purposes, particularly the third purpose.</p>
TH104	Site south of Gammonfield Site		This site is part of Site TH105.
TH107	Land south of Wood View	Little Thurrock	The Site is not available for Gypsy and Traveller development as the Site has been granted outline planning permission (Thurrock Council reference 19/01373/OUT) for 75 residential units.

Site ref	Site name/address	Settlement	Reason for rejection
TH110	Land Adj Fobbing Acres & Mill Lane	Fobbing	<p>This is an existing authorised Gypsy and Traveller Site with 1 pitch. It is not suitable for further pitches due to the impact on landscape character and Green Belt purposes.</p> <p>Landscape Assessment: The Site is located on the south eastern part of the Langdon Lower Hill Slopes (LCA J1) within an area characterised by piecemeal development within small plots access off narrow lanes. Development at Fobbing is noted in the assessment as having ‘an urbanising influence on the surrounding landscape’. The mature boundary vegetation are constraints to development. Whilst the Site could accommodate additional development which, due to its contained nature, would have no material effects beyond the immediate surroundings of Site, this would set a precedent for the further piecemeal erosion of this areas character and sense of place and would constitute a localised encroachment into the countryside, and result in a complete change to the rural characteristics of the Site, although this is already influenced to a limited degree by the new dwelling on Site within an area that is vulnerable to further piecemeal development.</p> <p>Green Belt Assessment: Site is located in Green Belt parcel 07. The strategic assessment concluded that the parcel is of Major importance to purposes 1 and 2, and of Moderate importance to purpose 3. In terms of the latter purpose, it concluded that the sporadic development at Fobbing is a substantial encroachment into countryside with a consequential effect on its character and that Green Belt provides a strong constraint to further piecemeal development and infilling, which would otherwise be difficult to resist, leading to further loss of countryside. Site is not considered suitable for further investigation.</p>
TH111	New site for Gammonfield G&T Site		<p>This is the new proposed relocated site for the public Gypsy and Traveller site for the Gammonfields site residents, who are potentially being relocated due to Lower Thames Crossing. The new Site would provide 21 replacement authorised pitches. It would not provide for any additional new pitches. National Highways submitted the Development Consent Order (DCO) in December 2023 and a decision will be made by the Secretary of State in June 2024.</p>

Appendix F Sites with Potential (Inside Green Belt) - Stage 2

Site Ref:	TH007	Description of the Site:
Site Name:		Site is owned by Thurrock Council and is occupied by five soil bunds which have been seeded with grass. There is new planting along the bottom of the bunds and across the south east and south of the Site. A track runs from the entrance, along the northern boundary of the Site, parallel with the A13. The Site is reasonably contained by a hedgerow along the southern boundary, with trees along part of the western boundary of the Site. There is an acoustic fence which runs along the northern boundary. Existing access to the Site is taken from a gated access to the south east corner, off Stanford Road. To the north of the Site is the A13 (Stanford-le-Hope Bypass), to the east is a bridge. To the south is Stanford Road and agricultural fields beyond. To the west of the Site is a two-storey detached dwelling with associated outbuildings partly contained by vegetation. Beyond the wooded area is a service station on the A13.
Land north of Stanford Road		
Site Address:		
Settlement:	Orsett	
Site Area (ha):	1.51	
Source:		
Public owned land	<input checked="" type="checkbox"/>	Planning History:
Private ownership	<input type="checkbox"/>	There is no relevant planning history.
Accessibility to Services:		
GP surgery:	2.27 km	
Primary school:	2.70 km	
Bus stop:	0.45 km	
Train station:	2.29 km	
Shop:	0.13 km	Availability:
		The Site is owned by Thurrock Council and therefore deemed potentially available for Gypsy and Traveller or Travelling Showpeople development. The Site has been used for storage of material as part of the A13 widening. The material is retained on Site. At this stage it is unclear if the material is to remain on Site. Estates (Thurrock Council) comments: Land is between Stanford Road and A13. There is no adjoining land in Council ownership, but could be required for highway works.
Suitability:		
Policy Constraints:		
		Site is within the Green Belt (Core Strategy policy CSSP4 and Development Management policy PMD6).
Physical Constraints:		
		Development Management/Enforcement (Thurrock Council): Close to PFS on the north and south of A13. Presently Site is relatively discrete with trees on either side, due to speed of passing on Stanford Road or A13, likely it could be discrete if suitably planted. Property Services (Thurrock Council): Possible. Transport (Thurrock Council): Direct access onto a principal route. PMD9 Policy presumptions apply. Transport Statement is required for access. Planning Policy (Thurrock Council): Site in Green Belt. Site is also to east of area identified as potential Opportunity Area (residential/mixed use) in draft Regulation 18 New Local Plan.
Green Belt Impacts:		
		The Site is located on the northern edge of Green Belt parcel 25, assessed as making a Major contribution to purposes 1 (on the basis of its close relationship with Chadwell St Mary and position between that settlement and Corringham/Stanford-le-Hope) and purpose 3 (as it provides an important constraint to piecemeal development within an area of scattered development and on the fringes of settlements). It provides a Slight/Negligible contribution to purpose 2. The Site is located within an area of small scale/fragmented development just outside Southfields with properties close by. It lies within the narrow strip of land between the A13 and A1013. Any new development would impact on openness of the Green Belt and represent an encroachment into countryside (which is already affected in this area by existing adjoining development), although it would have no material effect on purposes 1 and 2.

Landscape Impacts:

Site lies on the northern boundary of LCA H1, East & West Tilbury Open Undulating Farmland, and the proposed National Grid Norwich to Tilbury Corridor. The LCA is semi rural in character and affected locality by the dominance of the A13 and nearby residential development. With appropriate mitigation (extensive planting and possible mounding for visual reasons) there appears to be potential to create a Site in this location, without wider material landscape and visual harm, although it would lead to a consolidation of the existing development and existing lighting within this location. If the Site was considered suitable it would require the removal of the mounds and probably most of the new planting. The Site appears to be suitable for further investigation for Gypsy and Traveller use, but is not suitable for Travelling Showperson Site due to the increased visibility of taller structures.

Other Potential Impacts:

Ecology (Thurrock Council): Site heavily impacted during A13 widening works. No ecology constraints.
 Noise assessment (Thurrock Council): Land affected by road noise.
 There are potential amenity issues associated with noise and air quality from the A13 to the north and Stanford Road to the south of the Site.

ORS GTAA (July 2023) Need:

This is not an existing Traveller Site and therefore was not included in the 2023 GTAA.

Conclusion:

The Site is Council owned. It is not suitable for Travelling Showpeople use due to adjacent residential uses. However, there is potential for the Site to be developed for Gypsy and Traveller development. The Site contains soil storage bunds which would need to be removed. There are potential costs relating to removing the bunds, landscaping/noise mitigation and highway measures, which require further investigation. The land is potentially available, policy and physical constraints are potentially capable of being overcome and mitigation measures are feasible subject to the ability of the public body to finance the development or the Site could be sold for private Traveller development. Further investigation would be required initially relating to highway access, impact from noise and air quality and confirmation on whether the soil storage for the A13 widening scheme can be removed.

Delivery:

Potential Yield:

2023 - 2027:	15
2028 - 2032:	0
2033 - 2038:	0
2038 - 2040:	0

Potential Occupants:

Gypsies and Travellers or Travelling Showpeople

Type of Use:

Residential

Delivery Model:

Model 1 - Relocation of public site (Gammonfields)	<input type="checkbox"/>
Model 2 - New public site	<input checked="" type="checkbox"/>
Model 3 - New or unauthorised Gypsy and Traveller owned sites	<input checked="" type="checkbox"/>
Model 4 - Existing authorised sites for either intensification or extension	<input type="checkbox"/>



Site Ref:	TH090	Description of the Site:
Site Name:	The Paddock	This is an existing private authorised Gypsy and Traveller Site. It was not possible to enter the Site. The Site is located at the end of a narrow cul de sac, Park Gate Road, and appears enclosed by fencing and hedgerow boundaries. Google shows one park home and four touring caravans on site, with a number of small structures, all set in a surfaced yard. To the north of the Site is a tree belt that defines the boundary between the site and A13. Adjacent to the site: to the east is a storage area, to the south is a single storey/chalet residential properties and to the west is a grass field.
Site Address:	Park Gate Road	
Settlement:	Corringham	
Site Area (ha):	0.10	
Source:		
Public owned land <input type="checkbox"/>		
Private ownership <input checked="" type="checkbox"/>		Planning History:
Accessibility to Services:		11/00010/FUL- Temporary personal planning permission was granted on 26 April 2011 for 1 Traveller mobile home and utility block up to 1 August 2013.
GP surgery:	2.25 km	13/00707/CV- Planning permission was refused on 21 January 2014 for the removal of the temporary condition and the personal condition on planning application 11/00010/FUL. Allowed on Appeal- APP/M1595/A/2216241 on 23 July 2015 (permanent personal for 1 Traveller mobile home and utility block).
Primary school:	2.97 km	
Bus stop:	0.24 km	
Train station:	4.15 km	
Shop:	2.35 km	Availability:
Suitability:		Existing Gypsy and Traveller Site with capacity for further pitches.
Policy Constraints:	Site is outside of the urban area and is within the Green Belt (Core Strategy policy CSSP4 and Development Management policy PMD6).	
Physical Constraints:	Highways (Thurrock Council): Existing Site. No highways issues if regularising site. Ecology (Thurrock Council): No ecology constraints. Planning Policy (Thurrock Council): Green Belt designation in Core Strategy. Small site adjoining residential properties.	
Green Belt Impacts:	The Site and adjoining land, which lies between the A13 and railway line, lies within parcel 05, which has been assessed as making important (Major) contributions to the first and second purposes and Moderate contribution to the third purpose. However, the openness of the locality is reduced by the significant cluster of development adjoining and in the immediate vicinity of the Site. The provision of additional pitches within this existing Site is unlikely to materially reduce openness or the visual dimension of the Green Belt.	

Landscape Impacts:

The Site, which is located within the eastern part of Langdon Lower Hill Slopes (LCA J1), appears discrete and well related to the residential development that adjoins the lane. On this basis, and the fact that it is a permitted Site, there are no landscape or visual reasons why the Site may not accommodate and additional 1 or 2 pitches.

Other Potential Impacts:

The Site is adjacent to residential dwellings on the southern boundary. There is potential for amenity issues associated with noise and air quality from the A13 to the north of the Site.

ORS GTAA (July 2023) Need:

ORS did not have access to the Site, therefore need was not confirmed.

Conclusion:

This is an existing authorised private Gypsy and Traveller Site with 1 pitch which has personal planning permission. The personal permission is suitable for full planning permission. The Site is also potentially suitable for an additional 2 Gypsy and Traveller pitches. There is potential air quality and noise impacts on any future residents from the adjacent road to the north of the Site, and there is potential impacts on adjacent residential property, which would require further investigation.

Delivery:

Potential Yield:

2023 - 2027:	2
2028 - 2032:	0
2033 - 2038:	0
2038 - 2040:	0

Potential Occupants:

Gypsies and Travellers

Type of Use:

Residential

Delivery Model:

- Model 1 - Relocation of public site (Gammonfields)
- Model 2 - New public site
- Model 3 - New or unauthorised Gypsy and Traveller owned sites
- Model 4 - Existing authorised sites for either intensification or extension



Site Ref:	TH092	Description of the Site:
Site Name:	The Willows	This is an existing part authorised/unauthorised Gypsy and Traveller Site. It was not possible to go onto the whole Site. This is a linear Site consisting of four pitches. The northern two pitches are unauthorised, which is enclosed by fencing and mature trees. The two southern-most (authorised) pitches (1 and 2) have one park home each and associated parking and garden areas. Google indicates that the two northern plots contain possibly two park homes and, possibly three mobile homes and a number of touring caravans, all within surfaced areas. Adjacent and to the north of the Site, beyond a belt of vegetation, is a rectangular field with Thurrock Garden Centre to the north west. To the west is Site TH095, comprising (possibly) two park homes, storage buildings and heavily grazed paddocks beyond, set back and contained from Buckles Lane beyond, by evergreen roadside vegetation and an area of grassland. Sites TH081 and TH082 lies to the east.
Site Address:	Buckles Lane	
Settlement:	South Ockendon	
Site Area (ha):	0.43	
Source:		
Public owned land	<input type="checkbox"/>	
Private ownership	<input checked="" type="checkbox"/>	
Accessibility to Services:		Planning History:
GP surgery:	1.40 km	Private existing Gypsy and Traveller Site - part authorised/ part unauthorised. 05/00377/FUL- Planning permission refused on 16 August 2005 for the retention of 2 mobile homes, 2 touring caravans, storage sheds and cesspool. APP/M1595/A/A105/1194651- Appeal allowed on 26 July 2006 for 2 mobile homes, 2 touring caravans, storage sheds and cesspool. Personal permissions (maximum of 4 caravans in total, no more than 2 static or mobile homes). Thurrock Council confirmed in August 2022 that area north is unauthorised and contains 2 pitches (aerial photos confirm they have been there over 10 years).
Primary school:	0.89 km	
Bus stop:	0.24 km	
Train station:	1.85 km	
Shop:	1.41 km	
		Availability:
		Permission from mid-2000s, granted on appeal.
Suitability:		
Policy Constraints:	The Site is outside of the urban area and in the Green Belt.	
Physical Constraints:	Development Management/Enforcement (Thurrock Council): Permission from mid-2000s, granted on appeal. May not be occupied entirely in accordance with that planning permission. Transport (Thurrock Council): Transport assessment required for possible cumulative impact at South Road junction. Potential to access to east through Local Plan proposals for eastern by-pass to North Stifford interchange. Ecology (Thurrock Council): No ecology constraints. Planning Policy (Thurrock Council): Green Belt designation in the Core Strategy. Unauthorised occupation on part of the Site.	
Green Belt Impacts:	The Site is located within Green Belt parcel 15, assessed as providing a Major to Moderate contribution to the third purpose. The designation provides a strong constraint to development around the edge of South Ockendon. However, this is not apparent from the erosion of the countryside by various uses, including Gypsy and Traveller development along Buckles Lane. Development of the Site conflicts with the third purpose and reduces the openness of the Green Belt. The unauthorised pitches are suitable for further consideration if exceptional circumstances can be shown to justify the provision of further Gypsy and Traveller development within this part of the Green Belt, the character of which is dominated by existing authorised and unauthorised Gypsy and Traveller development which has had a significant cumulative effect on the openness of the Green Belt.	

Landscape Impacts:

The Site is located within the Belhus Farmed River Terrace Gravels LCA (C1) which wraps around South Ockendon, within an area that is heavily influenced and fragmented by Gypsy and Traveller development, creating an area of low landscape quality. The Site is well contained visually, with a tall conifer hedge and fencing along most of the road frontage, vegetation along the west and east boundaries, with an area of woodland further to the east beyond Site TH095. Whilst development within the unauthorised part of the Site has changed its character, this has almost no visual influence beyond the Site, although it does lead to the consolidation of an area of development in combination with Site TH095 and the development within the Travelling Showperson site to the east.

Other Potential Impacts:

No known potential impacts.

ORS GTAA (July 2023) Need:

Pitch 1 - Meet planning definition. 5 year Need = 1 pitch. This is from a teenager in need of 1 pitch of their own in the next 5 years.
 Pitch 2 - Meet planning definition. 5 year Need = 1 pitch. This is from a teenager in need of 1 pitch of their own in the next 5 years.
 Pitch 3 - Meet planning definition. Total Need = 2 pitches. This is from a teenager in need of 1 pitch of their own in the next 5 years. This existing 1 pitch is also unauthorised.
 Pitch 4 - Meet planning definition. Total Need = 2 pitches. This is from a teenager in need of 1 pitch of their own in the next 5 years. This existing 1 pitch is also unauthorised.

Conclusion:

This is an existing private Gypsy and Traveller site with 2 authorised pitches to the south and 2 unauthorised pitches to the north of the Site. Land to the north of the existing authorised pitches has potential for authorised private Gypsy and Traveller pitches. There is potential cumulative highway, landscape and Green Belt impacts from development in the Buckles Lane area, which would require further investigation.

Delivery:

Potential Yield:

2023 - 2027:	2
2028 - 2032:	0
2033 - 2038:	0
2038 - 2040:	0

Potential Occupants:

Gypsies and Travellers

Type of Use:

Residential

Delivery Model:

Model 1 - Relocation of public site (Gammonfields)	<input type="checkbox"/>
Model 2 - New public site	<input type="checkbox"/>
Model 3 - New or unauthorised Gypsy and Traveller owned sites	<input checked="" type="checkbox"/>
Model 4 - Existing authorised sites for either intensification or extension	<input type="checkbox"/>



Site Ref:	TH093	Description of the Site:
Site Name:	Beauchamp Place	<p>This is an existing private authorised Gypsy and Traveller site which is located off the southern end of Malvern Road. There are 2 or 3 unauthorised mobile homes and a residential property on site. The developed northern part is enclosed by fencing with a new evergreen hedge planted along the southern boundary of this part of the site. The southern part of the site comprises an area of trees and gently sloping rough grassland. The eastern boundary is defined by a belt of trees. There were approximately seven mobile homes and a day room on the northern part of the Site (north of the access) arranged around a central surfaced area. In the north west corner of the Site there is a single storey brick dwelling. To the south west of the access road, beyond the recently planted hedge, is an enclosed area of grassland with children's play equipment. To the south east of the access road was an area which was covered in building materials. Adjacent to the site, to the north and west of the Site, are two storey dwellings, the eastern boundary of which defines the settlement edge. North of the site there appears to be a small group of sheds, contained by trees and rear gardens, accessed via a track off Chadwell Road.</p>
Site Address:	Malvern Road	
Settlement:	Grays	
Site Area (ha):	0.68	
Source:		
Public owned land	<input type="checkbox"/>	
Private ownership	<input checked="" type="checkbox"/>	
Accessibility to Services:		
GP surgery:	1.15 km	
Primary school:	0.92 km	
Bus stop:	0.36 km	
Train station:	2.96 km	
Shop:	1.26 km	
		<p>Planning History:</p> <p>13/00574/Ful- Planning permission was refused on 31 October 2013 for 5 Gypsy Pitches (5 mobile homes, 5 touring caravans, 5 day rooms). Allowed on appeal.</p> <p>APP/M1595/A/13/2208738-APP/M1595/C/13/2208476-Appeal allowed on 24 August 2015 for 5 personal pitches for Gypsy and Traveller families, total of 5 mobile homes, 5 touring caravans, 5 day rooms.</p>
		<p>Availability:</p> <p>The Site contains 2-3 unauthorised mobile homes.</p>
Suitability:		
Policy Constraints:	<p>Site is outside of the urban area and is within the Green Belt (Core Strategy policy CSSP4 and Development Management policy PMD6).</p>	
Physical Constraints:	<p>Development Management/Enforcement (Thurrock Council): Permanent named planning permission granted by Planning Inspector 18/01802/FUL.</p> <p>Transport (Thurrock Council): Existing site. No highways issues if regulating the Site.</p> <p>Ecology (Thurrock Council): No significant ecology constraints.</p> <p>Planning Policy (Thurrock Council): Green Belt designation in Core Strategy. Occupation of site not in accordance with approved plans.</p>	
Green Belt Impacts:	<p>The Site is located in Green Belt parcel 31, which covers the narrow area of land between the eastern edge of Little Thurrock and the Old Dock Road, which has been assessed as providing limited (Slight/Negligible) contributions to Green Belt purposes 1-3. Development constitutes a small encroachment into this area, the principal value of which is the buffer that it provides between the urban edge and area to the east, where there is development (east of Old Dock Road), around Palmer's Campus and a Sports Centre. Any southward extension of development into the southern part of the Site would result in a reduction in openness and a further incremental encroachment of the built up area.</p>	

Landscape Impacts:

The Site, which is located within the south western corner of the East & West Tilbury Open Undulating Farmland (LCA H1), is visually well contained. The Site benefits from the containment provided by the existing belt of vegetation to the east, on the slope leading down to the Old Dock Approach Road, and residential development adjoining the western side of the developed part of the Site. Google shows that some 10 years ago the now developed northern half of the Site accommodated a number of buildings and, possibly, some touring and mobile homes. This part of the Site now has a formalised developed character, whilst the southern part remains largely natural in character. The developed part of the Site relates well to the settlement edge and is contained. The undeveloped southern part is not contiguous with the settlement boundary and development in this part of the Site would create an incursion into the well vegetated landscape that forms part of the connected green infrastructure in this area (identified as open space on the Core Strategy plans). The northern part of the Site is suitable in landscape terms. Development within the undeveloped southern part of the Site would be harmful to existing local landscape character and extend development beyond the existing settlement edge further into this relatively narrow area of green infrastructure. It would also deprive the existing Site of accessible amenity/green space.

Other Potential Impacts:

The Site is adjacent to existing residential properties to the west. However, the Site benefits from the containment provided by the existing belt of vegetation to the east.

ORS GTAA (July 2023) Need:

ORS did not have access to the Site, therefore need was not established.

Conclusion:

This is an existing private authorised Gypsy and Traveller site allowed on appeal in 2015 for a total of 5 mobile homes, 5 touring caravans, 5 day rooms on the northern part of the Site. However, there appears to be 7 mobile homes, 1 house and potentially 1 day room on Site, which does not match the planning permission. There are 2-3 unauthorised mobile homes on Site. There is potential for an additional 2 mobile homes, in the northern part of the Site. The rough grassland to the south is not suitable for further pitches, as any development would be harmful to landscape character and Green Belt impacts. There are also potential impacts on the adjacent residential property, which would require further investigation.

Delivery:

Potential Yield:

2023 - 2027:	0
2028 - 2032:	2
2033 - 2038:	0
2038 - 2040:	0

Potential Occupants:

Gypsies and Travellers

Type of Use:

Residential

Delivery Model:

- Model 1 - Relocation of public site (Gammonfields)
- Model 2 - New public site
- Model 3 - New or unauthorised Gypsy and Traveller owned sites
- Model 4 - Existing authorised sites for either intensification or extension



Site Ref:	TH094	Description of the Site:
Site Name:	Manor View	This is an existing private authorised Gypsy and Traveller Site. It was not possible to go onto the Site. The Site fronts onto Southend Road and is located behind a tall panel fence with large solid metal gates. There appears to be a mobile home and a touring caravan at the south end of the Site which fronts onto the road. There are small trees, scrub and a hedge growing in front of the roadside fence. The Site appears to be enclosed by trees/scrub/hedgerow along the north west and north east boundaries (where this vegetation widens to form a thicker belt). Access to the Site is directly from Southend Road. Directly south west of the Site is an adjacent single storey dwelling with wall and gates on the road frontage. An arable field 'wraps' around the Site and this adjacent property, providing separation from the A13. On the opposite side of Southend Road is an area with buildings and cars (car dealer).
Site Address:	Southend Road	
Settlement:	Corringham	
Site Area (ha):	0.29	
Source:		
Public owned land	<input type="checkbox"/>	
Private ownership	<input checked="" type="checkbox"/>	
Accessibility to Services:		Planning History:
GP surgery:	1.97 km	23/01340/FUL - Application for additional 9 caravans (total 15) for Gypsy and Traveller development- pending a decision. This application does not include for any touring caravans or day rooms. Appeal allowed (Feb 2023) for 4 pitches, 8 caravans: 6 mobiles, 2 touring caravans, 2 day rooms.
Primary school:	1.81 km	
Bus stop:	0.26 km	
Train station:	3.49 km	
Shop:	2.01 km	
		Availability:
		Current planning application (23/01340/FUL) for additional 9 caravans is being considered by the Council.
Suitability:		
Policy Constraints:	Site is outside of the urban area and is within the Green Belt (Core Strategy policy CSSP4 and Development Management policy PMD6).	
Physical Constraints:	Development Management/Enforcement (Thurrock Council): Permanent non-personal planning permission granted by Planning Inspector - see 20/00408/FUL. Transport (Thurrock Council): No highways issues if regularising the site. Ecology (Thurrock Council): No ecology constraints. Planning Policy (Thurrock Council): Green Belt designation in Core Strategy.	
Green Belt Impacts:	The Site lies between the A13 and Southend Road within parcel 05, which has been assessed as making important (Major) contributions to the first and second purposes and Moderate contribution to the third purpose. The openness of the north eastern part of the parcel is reduced by the significant clusters of development within this part of the parcel, in combination with the development along the southern side of the road which is within the northern part of parcel 7. In relation to the third purpose, the assessment notes that 'Designation provides important protection to the countryside in the rural parts, and protects countryside from encroachment through infilling in the more fragmented landscape in the north eastern part.' Development within the Site conflicts with this purpose. An increase in the density of development within the site would lead to a localised reduction in the openness of the Green Belt, but this would be contained.	

Landscape Impacts:

This is an existing and largely contained Site. There appears to be potential to increase the capacity of the Site within the existing pitches, subject to the Site not being over developed and that sufficient amenity space/facilities can be provided. The landscape and visual effects of this would be minimal.

Other Potential Impacts:

There is potential for amenity issues associated with noise and air quality from the A13 to the north of the Site and from the Stanford Road (B1420) to the south.

ORS GTAA (July 2023) Need:

Pitch 1 - Meet planning definition - Need = 1 pitch (5 year need). This is from a teenager in need of a pitch of their own in the next 5 years.
 Pitch 3 - Meet planning definition - Need = 1 pitch (5 year need). This is from a teenager in need of a pitch of their own in the next 5 years.
 Pitch 4 - Meet planning definition - Need = 1 pitch (5 year need). This is from a teenager in need of a pitch of their own in the next 5 years.

Conclusion:

This is an existing authorised private Gypsy and Traveller site which was allowed on Appeal in February 2023 for 4 pitches and 8 caravans (6 mobiles, 2 touring caravans, 2 day rooms). There is potential for a total of 4 additional mobile homes. This would ensure that the Site is not over developed and minimises the impact to landscape character and Green Belt purposes. There is potential air quality and noise issues from the A13 to the north of the Site and from Southend Road to the south, which would need further investigation.

Delivery:

Potential Yield:

2023 - 2027:	4
2028 - 2032:	0
2033 - 2038:	0
2038 - 2040:	0

Potential Occupants:

Gypsies and Travellers

Type of Use:

Residential

Delivery Model:

- Model 1 - Relocation of public site (Gammonfields)
- Model 2 - New public site
- Model 3 - New or unauthorised Gypsy and Traveller owned sites
- Model 4 - Existing authorised sites for either intensification or extension



Site Ref:	TH095	Description of the Site:
Site Name:	Holy Lands	This is an existing private unauthorised Gypsy and Traveller Site. It was not possible to go onto the Site. This narrow rectilinear Site appears from Google to comprise two park homes, storage buildings within the central parts of the site with heavily grazed paddocks beyond, set back and contained from Buckles Lane behind evergreen roadside vegetation and an area of grassland. To the north of the Site is Thurrock Garden Centre. To the east is a Gypsy and Traveller Site (site THO92). To the west is an area of heavily grazed, fenced horse paddocks which separate the site from the rear of houses facing South Road. The southern boundary is formed by Buckles Lane, beyond which is an area of rough grassland and scrub.
Site Address:	Buckles Lane	
Settlement:	South Ockendon	
Site Area (ha):	0.47	
Source:		
Public owned land	<input type="checkbox"/>	
Private ownership	<input checked="" type="checkbox"/>	
Accessibility to Services:		Planning History:
GP surgery:	1.36 km	Site is currently an unauthorised Gypsy and Traveller site. THU/355/95- Planning permission was refused on 10 August 1995 for retention of 1 Gypsy mobile home. T/APP/Y1565/A/96/213263/P8- Appeal was dismissed on 8 July 1996 for retention of 1 Gypsy mobile home. THU/250/92-Planning permission was refused on 17 July 1992 for siting of a caravan for Gypsy use. T/APP/Y1565/A/92/210208/P8- Appeal dismissed on 21 January 1993 for siting of a caravan for Gypsy use.
Primary school:	0.84 km	
Bus stop:	0.19 km	
Train station:	1.84 km	
Shop:	1.36 km	
		Availability:
		This is an existing unauthorised Gypsy and Traveller Site.
Suitability:		
Policy Constraints:	Site is outside of the urban area and is within the Green Belt (Core Strategy policy CSSP4 and Development Management policy PMD6).	
Physical Constraints:	Transport (Thurrock Council): Transport Assessment required for possible cumulative impact at South Road Junction. Potential to access out to east through Local Plan proposals for eastern by-pass to North Stifford Interchange. Ecology (Thurrock Council): No ecology constraints. Planning Policy (Thurrock Council): Green Belt designation in Core Strategy.	
Green Belt Impacts:	The Site is located within Green Belt parcel 15, assessed as providing a Major to Moderate contribution to the third purpose. The designation provides a strong constraint to development around the edge of South Ockendon. However, this is not apparent from the erosion of the countryside by various uses, including Gypsy and Traveller development along Buckles Lane. Any development within the Site would conflict with the third Green Belt purpose. If exceptional circumstances can be shown to justify the provision of further Gypsy and Traveller development within this part of the Green Belt, the Site may be suitable (subject to the landscape comment regarding the retention of the southern and northern parts of the site being kept free of development) for further pitches. The character within this part of the Green Belt is dominated by existing authorised and unauthorised Gypsy and Traveller development which has had a significant cumulative effect on the openness of the Green Belt.	

Landscape Impacts:

The Site is located within the Belhus Farmed River Terrace Gravels LCA (C1) which wraps around South Ockendon, within an area that is heavily influenced and fragmented by Gypsy and Traveller development, creating an area of low landscape quality. The Site is well contained visually, with a tall conifer hedge and native vegetation along the road frontage, and vegetation along the west and east sides of the southern and central parts of the Site. Some structures appear to be visible above the hedgerow flanking South Road to the west. Whilst the unauthorised development within the Site has changed its character, this has a very limited influence beyond the Site. If development were to be permitted this should ideally be limited to the (already developed) central (pitch 2)/south central (northern part of pitch 1) parts of the Site. The retention of the roadside vegetation and open grass area in the southern half of pitch 1 would avoid further intensification of development along the Buckles Lane frontage. Permitting any development within the Site would lead to a reduction in the gap of open land that separates this Site (and the two adjoining Sites to the east) from the residential area that defines the eastern edge of South Ockendon a short distance to the west.

Other Potential Impacts:

There are no known potential impacts.

ORS GTAA (July 2023) Need:

Pitch 1 - Need = 1 pitch (current need).
Pitch 2 - Need = 1 pitch (current need).

Conclusion:

This is an unauthorised Gypsy and Traveller site which has 2 pitches in the central part of the Site, with hard surfaced land (Google maps) to the north and amenity land to the south. The central area is potentially suitable for 2 pitches. The hard surfaced land to the north and the amenity land to the south should be retained to limit the landscape and Green Belt impact. There are potential highway impacts which would require further investigation.

Delivery:

Potential Yield:

2023 - 2027:	2
2028 - 2032:	0
2033 - 2038:	0
2038 - 2040:	0

Potential Occupants:

Gypsies and Travellers

Type of Use:

Residential

Delivery Model:

Model 1 - Relocation of public site (Gammonfields)	<input type="checkbox"/>
Model 2 - New public site	<input type="checkbox"/>
Model 3 - New or unauthorised Gypsy and Traveller owned sites	<input checked="" type="checkbox"/>
Model 4 - Existing authorised sites for either intensification or extension	<input checked="" type="checkbox"/>



Site Ref:	TH099	Description of the Site:
Site Name:	Orchard Stables	This is an existing private authorised Gypsy and Traveller Site. It was not possible to go onto the Site. The Site was mostly enclosed by fences and trees and hedgerows with access directly from Love Lane. The area fronting the road contains 2 park homes and a barn. To the rear of the Site there appears to be a further 2 mobile homes/park homes. There are also touring caravans and other buildings on the Site. To the north/north east are arable fields falling towards East Tilbury. A solar farm is sited in the field to the south east. Adjoining the Site to south west is a detached bungalow with large outbuilding set within a large plot.
Site Address:	Love Lane	
Settlement:	East Tilbury	
Site Area (ha):	0.35	
Source:		
Public owned land	<input type="checkbox"/>	
Private ownership	<input checked="" type="checkbox"/>	
Accessibility to Services:		Planning History:
GP surgery:	1.14 km	01/0018/FUL- Planning permission refused on 11 July 2001 for 1 mobile home for a Gypsy family (Personal Permission). APP/Y1565/A/02/1096243- Appeal was allowed on 2 May 2003 for 1 mobile home for a Gypsy family (maximum of 1 caravan and 1 touring caravan), which is not a personal permission.
Primary school:	1.12 km	
Bus stop:	1.12 km	
Train station:	2.04 km	
Shop:	1.20 km	
Suitability:		Availability:
Policy Constraints:		Existing private Gypsy and Traveller Site with capacity for further pitches.
Physical Constraints:		
Green Belt Impacts:		
<p>Development Mangement/Enforcement (Thurrock Council): Green Belt but site is discretely located behind stable complex. Solar farm opposite. No other land use designations in the Core Strategy.</p> <p>Transport (Thurrock Council): Transport Statement is required. PMD9 provisions for rural road status of road.</p> <p>Ecology (Thurrock Council): No ecology constraints.</p> <p>Planning Policy (Thurrock Council): Green Belt designation in Core Strategy. Land to north is proposed new neighbourhood (residential development) in draft Reg 18 New Local Plan.</p> <p>The northern tip of the Site is within a historic land fill site, as identified on the Thurrock Council GIS mapping.</p> <p>The Site lies within the south eastern part of parcel 30, noted as making a Major contribution to the third purpose. Development within the Site conflicts with this purpose. This site is considered suitable for further consideration if exceptional circumstances can be shown to justify the provision of Gypsy and Traveller development within the Green Belt.</p>		

Landscape Impacts:

The Site is located in the south eastern corner of the East & West Tilbury Open Undulating Farmland character area (LCA H1) described, inter alia, as an ‘undulating semi-rural landscape with localised hills, enabling expansive views to the surrounding landscape.’ It is reasonably discrete. The Site lies east of an area that forms part of the LTC boundary; if this proceeds there are likely to be significant changes to the landscape to the west. The Site is well related to the small cluster of development at the junction of Love Lane and Station Road. There are glimpsed views towards the Site from Princess Margeret Road, south of East Tilbury, with some elements in the northern part of the Site, which appears to be less well screened, discernible. The apparent increase in development (additional 4 mobile/park homes), over and above that which is permitted, does not appear to cause any material harm to landscape character and visual amenity. The existing development is reasonably discrete along the frontage with Love Lane, and further intensification of development (beyond the permitted and additional 4 mobile/park homes) in this area should be avoided.

Other Potential Impacts:

There are potential impacts on the adjacent residential property to the south west of the Site.

ORS GTAA (July 2023) Need:

ORS did not have access to the Site, therefore need was not established.

Conclusion:

This is an authorised private Gypsy and Traveller Site which was allowed on Appeal in 2003 for 1 pitch. The Site is considered to be potentially suitable for 3 additional Gypsy and Traveller pitches. There are potential impacts on the adjacent residential property and highways impacts which would require further investigation. Landscape and Green Belt mitigation would also be required for any further development.

Delivery:

Potential Yield:

2023 - 2027:	3
2028 - 2032:	0
2033 - 2038:	0
2038 - 2040:	0

Potential Occupants:

Gypsies and Travellers

Type of Use:

Residential

Delivery Model:

- Model 1 - Relocation of public site (Gammonfields)
- Model 2 - New public site
- Model 3 - New or unauthorised Gypsy and Traveller owned sites
- Model 4 - Existing authorised sites for either intensification or extension



Site Ref:	TH102	Description of the Site:
Site Name:		This is an existing private Gypsy and Traveller Site which has temporary planning permission. It was not possible to go onto the site. The rectangular Site appears (from Google) to be enclosed, possibly by fencing. The Site appears to be occupied by one mobile home and touring caravan in the north western half of the site, with a fenced paddock to the south east. Access is taken from Fort William Road. To the north east of the Site is a rectangular paddock of a similar size as the site, and residential properties. To the south east is a detached property with an extensive area of external storage, containers and skips and, possibly, vehicle dismantlers to the south west. To the north west is an area of woodland.
Land adjacent to Fort William Road		
Site Address:		
Settlement:		
Vange		
Site Area (ha):		
0.12		
Source:		Planning History:
Public owned land	<input type="checkbox"/>	Temporary permission allowed on Appeal for five years in May 2023. 21/0178/FUL- Planning permission was refused on 10 December 2021 for change of use to 1 static caravan, 1 touring caravan and 1 dayroom. Appeal Allowed APP/M1595/W/22/3300422 - Temporary Permission of 5 years granted from 26-05-2023. 1 Pitch - no more than 2 caravans.
Private ownership	<input checked="" type="checkbox"/>	
Accessibility to Services:		
GP surgery:	1.38 km	
Primary school:	1.44 km	
Bus stop:	0.40 km	
Train station:	2.72 km	
Shop:	1.38 km	Availability:
		Site has temporary permission for one pitch and therefore available for full planning permission.
Suitability:		
Policy Constraints:	Site is outside of the urban area and is within the Green Belt (Core Strategy policy CSSP4 and Development Management policy PMD6). There is a Site of Special Scientific Interest abutting the north west boundary of the Site.	
Physical Constraints:	Development Management/Enforcement (Thurrock Council): 21/01781/FUL - Recent temporary planning permission granted on Appeal for 5 years temporary consent for named occupiers. Transport (Thurrock Council): Existing site. No highways issues if regularising the site. Ecology (Thurrock Council): Site abuts part of Langdon Ridge SSSI therefore any changes would need to demonstrate that there will be appropriate buffering. Planning Policy (Thurrock Council): Green Belt designation in Core Strategy.	
Green Belt Impacts:	The Site lies at the north eastern end of Green Belt parcel 01. This parcel has been assessed as making very significant contributions to purposes 1-3. Whilst development is in direct conflict with these purposes although the Site's location, being surrounded by development, means that its development would not have a particular effect on the openness and function of Green Belt in this particular location.	

Landscape Impacts:

The Site is located within the Higher Langdon Hill (LCA K1) adjoining the boundary with Basildon, although the immediate locality, at the eastern extremity of the LCA, appears unrepresentative of the general character of this character area, where there is a particular cluster of small plot developments located on and beyond both side of Bells Hill Road. The Site, and the development within it, falls within this area of development and appears to be well contained and is considered to be acceptable in landscape terms. Further development within the Site is undesirable as it would lead to a further consolidation of this development.

Other Potential Impacts:

There are no known potential impacts.

ORS GTAA (July 2023) Need:

Pitch 1 - Meet planning definition. Need = 1 pitch (current need).
Pitch with temporary planning permission.

Conclusion:

This Site has temporary permission which was allowed on Appeal in 2023 for Gypsy and Traveller development (1 static caravan, 1 touring caravan and 1 dayroom). The Site is suitable for full planning permission. The remainder of the Site is not suitable for additional pitches due to impacts on landscape character.

Delivery:

Potential Yield:

2023 - 2027:	1
2028 - 2032:	0
2033 - 2038:	0
2038 - 2040:	0

Potential Occupants:

Gypsies and Travellers

Type of Use:

Residential

Delivery Model:

Model 1 - Relocation of public site (Gammonfields)	<input type="checkbox"/>
Model 2 - New public site	<input type="checkbox"/>
Model 3 - New or unauthorised Gypsy and Traveller owned sites	<input checked="" type="checkbox"/>
Model 4 - Existing authorised sites for either intensification or extension	<input type="checkbox"/>



Site Ref:	TH105	Description of the Site:
Site Name:		The Site is a large flat area of agricultural land, on the edge of Stifford Clays. The eastern part is crossed by two high voltage transmission lines; the western side is also crossed by high voltage transmission lines. An intermittent hedgerow runs along Long Lane which defines the northern boundary; the south western boundary is defined by fencing on the boundary with Orsett Heath Academy. A new 3/4 storey building is under construction on the south western boundary of the Site (within the Orsett Heath Academy boundary). Residential properties are adjacent to the west of Site; existing Gypsy and Traveller site to the north; and fields to the north and south of the Site.
Site north of Gammonfields Way		
Site Address:		
North of Stanford Road		
Settlement:		
Stifford Clays		
Site Area (ha):		Planning History: Planning Policy (Thurrock Council) comments: Site is within the Lower Thames Crossing safeguarding with the eastern safeguarding area part of the route and the western safeguarding area for utility diversion.
3.08		
Source:		
Public owned land	<input checked="" type="checkbox"/>	
Private ownership	<input type="checkbox"/>	
Accessibility to Services:		
GP surgery:	1.16 km	
Primary school:	1.01 km	
Bus stop:	0.14 km	
Train station:	4.47 km	
Shop:	1.55 km	Availability: The site is in Council ownership and therefore deemed potentially suitable for Gypsy and Traveller development.
Suitability:		
Policy Constraints:	Site is outside of the urban area and is within the Green Belt (Core Strategy policy CSSP4 and Development Management policy PMD6). Allocated proposed open space in the adopted Local Plan (2015). Proposed additional open space in the new Regulation 18 Consultation document (December 2023).	
Physical Constraints:	Development Management/Enforcement (Thurrock Council): Green Belt, similar siting to existing Gammonfields site, relatively separate from residential properties. Property Services (Thurrock Council): No comment at this stage. Transport (Thurrock Council): This site should be linked to TH001; TH085; TH104; TH111. Access could be made either from Long Lane in the west of A1013 Stanford Road in the South (via Gammonfields Way). Transport Assessment required. Assessment of access onto the principal route of the A1013 may prove difficult to comply with PMD9 Road Network Hierarchy, without significant intervention. Prefer closure of the A1013 route in favour of upgrade to the Long Lane link to provide two way traffic to wider Site. Planning Policy (TC): Green Belt designation in Core Strategy. Larger Site than TH104 but in same location. Possible noise and air pollution impact if LTC proceeds. Ecology (Thurrock Council): No ecological constraints.	
Green Belt Impacts:	The Site is located within Green Belt parcel 27, adjoining the edge of the built-up area on the western side. All but the western parts fall within Lower Thames Crossing corridor. The Site is considered to be of Major importance to purposes 1 and 3 as it contains the sprawl of the adjoining built up area and protects countryside that is free of development and has a predominantly rural character although the unscreened edge of the built-up area and adjoining major roads, detracts from this. It provides a limited (Slight/Negligible) contribution to purpose 2. Potential for development on west side of parcel, subject to detailed assessments, including consideration of relationship to Lower Thames Crossing. Development anywhere else within this Site would conflict significantly with purposes 1 and 3.	

Landscape Impacts:

The Site consists of a large flat open cultivated field (grade 2 quality) extending between the urban edge and the A1089, and A1013 to the south east, located within LCA H2, East and West Tilbury Open Undulating Farmland. If approved, the Lower Thames Crossing route is likely to have a significant effect on the land between the existing built-up area and the A13/A1089/A1013. There may be an opportunity to accommodate a Site on the western edge of the Site parcel (beyond the Lower Thames Crossing corridor), where its effect on Green Belt would be reduced by its immediate relationship to the built-up area, avoiding/minimising the impression of uncontained growth and an incursion into the wider landscape of this Site. Development in this location would require significant landscape works to assimilate it within the edge of this open landscape. No notable landscape features, and only local views would be affected, if the Site were to be appropriately mitigated.

Other Potential Impacts:

There are potential amenity issues for future residents in terms of noise and air quality from the A1013 which runs along the southern boundary and the A1089 which runs along the eastern boundary. The eastern part is crossed by two high voltage transmission lines; the western side is also crossed by high voltage transmission lines, which would restrict development in these locations.

ORS GTAA (July 2023) Need:

This is not an existing Traveller Site and therefore was not included in the 2023 GTAA.

Conclusion:

The Site is Council owned and has potential for Gypsy and Traveller development. The Site is within Lower Thames Crossing Order Limits which could impact on the amount of land available and restrict the timescale for when it is available. The Site is identified as potential open space designation in the adopted Local Plan (2015) and proposed in the Draft Local Plan, which needs to be confirmed as adopted open space. In the meantime, this Site remains in agricultural use and therefore potentially available for Traveller development. Any development would require further investigation relating to Lower Thames Crossing, highway access, pylons/transmission lines, air quality and noise mitigation from the main roads nearby and mitigation would be required to minimise impact on landscape character and Green Belt purposes.

Delivery:

Potential Yield:

2023 - 2027:	0
2028 - 2032:	0
2033 - 2038:	15
2038 - 2040:	0

Potential Occupants:

Gypsies and Travellers

Type of Use:

Residential

Delivery Model:

Model 1 - Relocation of public site (Gammonfields)	<input type="checkbox"/>
Model 2 - New public site	<input checked="" type="checkbox"/>
Model 3 - New or unauthorised Gypsy and Traveller owned sites	<input checked="" type="checkbox"/>
Model 4 - Existing authorised sites for either intensification or extension	<input type="checkbox"/>



Appendix G Sites with Potential (Outside Green Belt) - Stage 2

Site Ref:	TH029	Description of the Site:
Site Name:	Land west of Daiglen Drive	<p>The Site has been cleared of buildings, however, the footprints of the building and concrete envelopes have been retained. There are a number of bushes and medium sized trees across the site growing up from the concrete. The Site is enclosed by wood panelling and there are a number of large trees around the boundary of the Site. The Site is within a residential area. To the north (and adjacent) of the Site is a two storey medical centre with associated landscaping and car parking. To the north west is a three storey flatted development which appears to have been built since 2000. To the east is Daiglen Drive, further east is a large open space which is boarded up with wood panelling. To the south and west are residential properties (a mixture of two and three storey buildings). Access is from the east from Daiglen Drive.</p>
Site Address:		
Settlement:	South Ockendon	
Site Area (ha):	1.00	
Source:		
Public owned land	<input checked="" type="checkbox"/>	
Private ownership	<input type="checkbox"/>	
Accessibility to Services:		Planning History:
GP surgery:	0.00 km	<p>Planning Policy (Thurrock Council) comments: Site is within urban area. Identified as potential residential site with pre-application enquiry.</p>
Primary school:	0.29 km	
Bus stop:	0.09 km	
Train station:	2.55 km	
Shop:	0.28 km	
Suitability:		Availability:
Policy Constraints:	<p>There are no known policy constraints on this site.</p>	
Physical Constraints:	<p>Development Management/Enforcement (Thurrock Council): Land with residential nearby, flat site in close proximity to medical centre and local shopping parade. Noise assessment (Thurrock Council): No noise issues. Transport (Thurrock Council) Access would be taken from unclassified road. Small site with possible limited impact. Ecology (Thurrock Council): No ecology constraints.</p>	
Green Belt Impacts:	<p>Site is within the urban area and not within the Green Belt.</p>	

Landscape Impacts:

Site is within the urban area and any development on this site would not have an impact on landscape character.

Other Potential Impacts:

The site is adjacent to existing residential properties, therefore any development could impact on the residential amenity of existing properties which would require mitigation.

ORS GTAA (July 2023) Need:

This is not an existing Traveller Site and therefore was not included in the 2023 GTAA.

Conclusion:

The Site is Council owned. Residential amenity for properties to the south and west would need to be retained and therefore part of the Site would need to be provided for landscape buffer to mitigate any impacts on residential amenity. There are potential costs relating to landscaping mitigation and highway measures, which require further investigation. The Site has been identified for redevelopment. The land is Council owned and currently being promoted for residential development. In suitability terms for Gypsy and Traveller development, policy and physical constraints are capable of being overcome and mitigation measures are feasible subject to the ability of the public body to finance the development. Availability of the Site for Gypsy and Traveller development is not confirmed by the Council and therefore the potential yield falls within 6-10 years. The Site would be unsuitable for Travelling Showpeople development.

Delivery:

Potential Yield:

2023 - 2027:	0
2028 - 2032:	15
2033 - 2038:	0
2038 - 2040:	0

Potential Occupants:

Gypsies and Travellers

Type of Use:

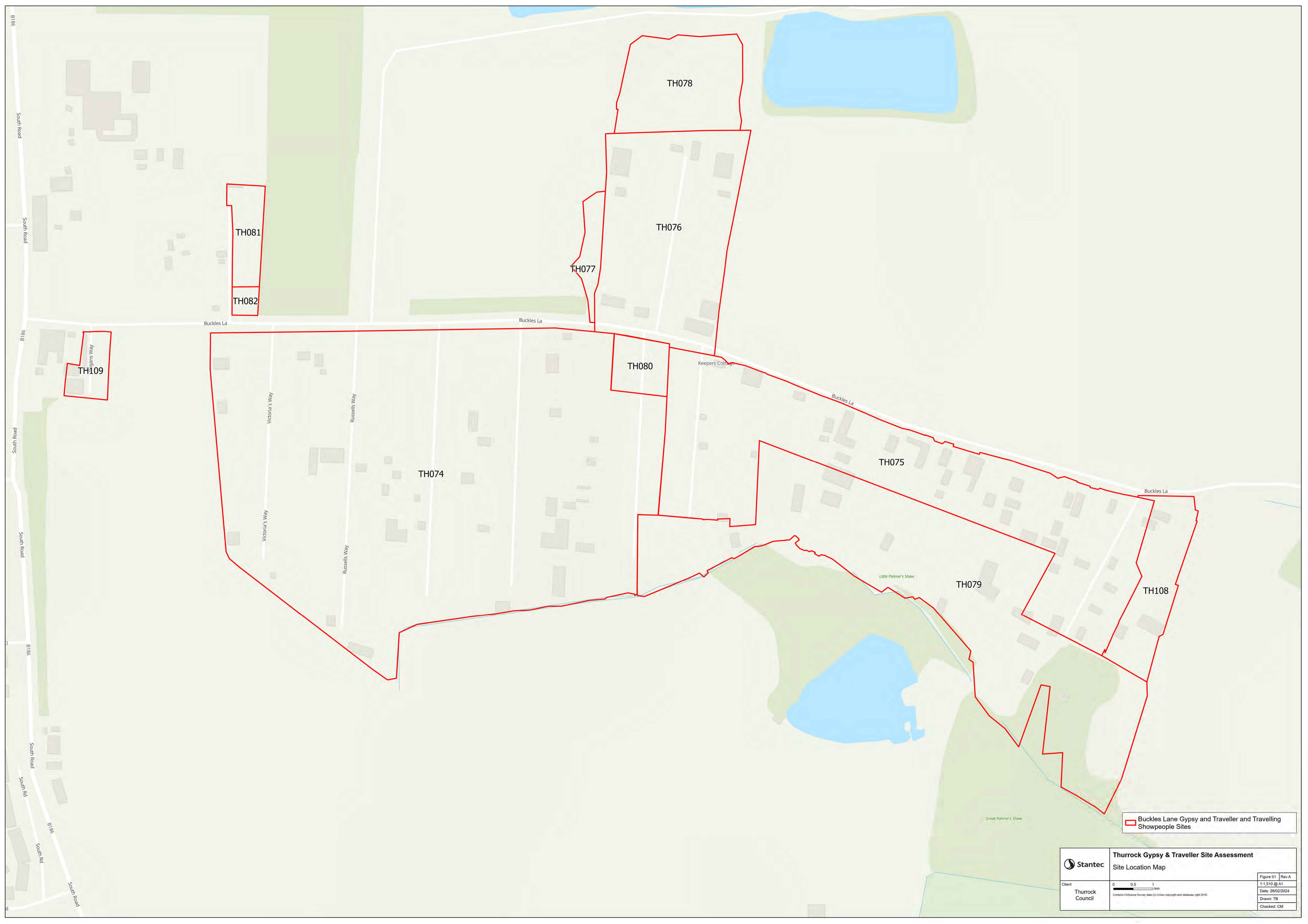
Residential


Delivery Model:


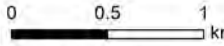
Model 1 - Relocation of public site (Gammonfields)	<input type="checkbox"/>
Model 2 - New public site	<input type="checkbox"/>
Model 3 - New or unauthorised Gypsy and Traveller owned sites	<input checked="" type="checkbox"/>
Model 4 - Existing authorised sites for either intensification or extension	<input type="checkbox"/>



Appendix H Buckles Lane Gypsy, Traveller and Travelling Showpeople Site Areas



 Buckles Lane Gypsy and Traveller and Travelling Showpeople Sites

 Client Thurrock Council	Thurrock Gypsy & Traveller Site Assessment Site Location Map		Figure 01 Rev A 1:1,510 @ A1 Date: 28/02/2024 Drawn: TB Checked: CM
	 <small>Contains Ordnance Survey data © Crown copyright and database right 2016.</small>		