

**South Worcestershire  
Traveller and Travelling Showpeople**

**Site Allocations  
Development Plan Document**

**Revised Site Assessment  
Background Report**

February 2018

## Background

The Government's Planning Policy for Traveller Sites (August 2015) states that local planning authorities should, in producing their Local Plan "*identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets*". Further, Local Plans should "*identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15*".

Planning Policy for Traveller Sites says that to be deliverable, sites should:

- Be available now,
- Offer a suitable location for development now, and
- Be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development on the site is viable.

To be considered developable, sites should be in a suitable location for Traveller site development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

Planning Policy for Traveller Sites also says 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*".

## Purpose

The purpose of this document is to set out the methodology for assessing the broad suitability of potential sites for Travellers and Travelling Showpeople to inform proposed allocations in the South Worcestershire Traveller and Travelling Showpeople Site Allocations Development Plan Document.

The methodology has been designed to be consistent with national planning policy, Policy SWDP17 in the South Worcestershire Development Plan (SWDP) and good practice on designing Gypsy and Traveller sites. SWDP17 includes criteria against which planning applications for Traveller and Travelling Showpeople sites will be assessed.

It should be noted that the recommended shortlisting of a potential site using the methodology in this document does not imply that an application for development would be granted planning permission. The Draft Traveller and Travelling Showpeople Site Allocations Development Plan Document will be subject to public consultation and independent examination. Any planning application would also be considered on its merits and against the relevant Development Plan policies operating at the time.

# Identifying Potential Sites for Travellers and Travelling Showpeople – Key Considerations

## National and Local Designations

Planning Policy for Traveller Sites states that local planning authorities, in producing their Local Plan, should “*protect local amenity and the environment*” (paragraph 10). Sites would not be considered appropriate within International (e.g. Special Protection Areas, Special Areas of Conservation and Ramsar sites), National (e.g. Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, National Nature Reserves) or Local (e.g. Conservation Areas, Local Green Spaces) designations because the objectives of the designation are likely to be compromised by the development of a Gypsy, Traveller or Travelling Showpeople site.

Planning Policy for Traveller Sites also says that “*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*” (paragraph 16). Significant Gaps perform a similar function to Green Belts in preventing a coalescence of settlements. Planning permission would only be granted for development in a Significant Gap if it was considered appropriate to a rural area and had no demonstrably adverse effect on the open and essentially undeveloped character of the area.

## Access to Services

Planning Policy for Traveller Sites indicates that local authorities should identify sites with good access to health services and ensure that children can attend school on a regular basis (paragraphs 4 and 13).

The Good Practice Guide on Designing Gypsy and Traveller Sites (published by DCLG in 2008, cancelled in August 2015) also highlighted the importance of local community services and facilities being within easy access from the site by a variety of modes of transport. Although cancelled and not yet replaced by a more up to date version, the guidance is still considered useful in its coverage of good design for Traveller sites.

In addition, there should be safe and convenient vehicular and pedestrian access and sites should be easily accessed by towing caravans.

## Relationship to Surrounding Land Uses

The Government is keen to promote a peaceful and integrated co-existence between a Gypsy, Traveller or Travelling Showpeople site and the local settled community.

The Good Practice Guide stated that “*where possible, sites should be developed near to housing for the settled community as part of mainstream residential developments*”. Planning Policy for Traveller Sites also says that local planning authorities “*should consider, wherever possible, including Traveller sites suitable for mixed residential and business uses, having regard to the safety and amenity of the occupants and neighbouring residents*” (paragraph 18).

Planning Policy for Traveller Sites states that local planning authorities should “*very strictly limit new Traveller site development in open countryside that is away from existing settlements ...*” (paragraph 25). Local planning authorities should also “*ensure that sites in rural areas respect the scale of, and do not dominate the nearest settled community, and*

*avoid placing an undue pressure on local infrastructure” (paragraph 25). Also, “when assessing the suitability of sites in rural and semi-rural settings, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community” (paragraph 14).*

Planning Policy for Traveller Sites identifies the need *“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”* (paragraph 13). The Good Practice Guide suggested that this will include consideration of noise and possible disturbance to residents living on the site, and possible noise and disturbance to the wider community, in particular from movement of Traveller or Travelling Showpeople vehicles. Noise and disturbance from adjoining uses, such as from industrial areas, railway lines or from highways, should also be considered given the greater noise transference through walls of caravans than through the walls of conventional housing.

The Good Practice Guide emphasised the importance of locating Traveller sites away from heavy industry and stated that locations adjacent to industrial areas are unpopular because of their relative isolation, distance from local facilities and because of safety fears.

The Good Practice Guide also suggested that sites should provide visual and acoustic privacy, and have characteristics which are sympathetic to the local environment. When selecting locations for permanent sites, consideration needs to be given to the relatively high density of children likely to be on the site.

#### Site Conditions

Planning Policy for Traveller Sites states that sites should not be located *“in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans”* (paragraph 13).

The Good Practice Guide also said that a site must be relatively flat and suitable for purpose. Sites should not be developed on exposed sloping sites where there is risk of caravans being overturned or where there is a high probability of flooding risk.

Brownfield (previously developed) and derelict land may be suitable.

#### Essential Services

The Good Practice Guide stated that it is essential that sites have access to water, electricity, drainage and sanitation. Sewerage for permanent sites should normally be through mains systems. However, in some locations this may not always be possible and in that case suitable alternative arrangements should be made, for example a biodisc sewage plant system.

## Site Suitability Criteria

The following essential and desirable site criteria are based on:

- Planning Policy for Traveller Sites (DCLG, 2015)
- South Worcestershire Development Plan Policy SWDP17
- Good Practice Guide: Designing Gypsy and Traveller Sites (DCLG, 2008, cancelled in August 2015), and
- General preferences of the Travelling community, based on published reports and the Worcestershire Gypsy & Traveller Accommodation Assessment (GTAA)

The site assessment methodology differentiates between “essential” criterion which must be satisfied if a site is to be acceptable and “desirable” criterion which are important sustainability criteria, but may not be essential for a site to be acceptable.

### Essential Site Criteria

<b>Availability</b>	<ul style="list-style-type: none"> <li>• Whether the landowner is willing to sell or is interested in developing the site for Gypsy, Traveller and Travelling Showpeople purposes</li> </ul>
<b>Suitability</b>	
<i>Physical Constraints</i>	<ul style="list-style-type: none"> <li>• Whether the site is within, or on the edge of<sup>1</sup>, a town or Category 1, 2 or 3 settlement<sup>2</sup> or within a proposed urban extension</li> <li>• Whether the site is outside Flood Zone 1 or vulnerable to surface water flooding</li> <li>• Whether the site is located on relatively flat and stable land</li> <li>• Whether the site is affected by contamination which cannot be mitigated</li> <li>• Whether the site has safe and convenient access to the public highway</li> </ul>
<i>Environmental, Historic or Landscape Constraints</i>	<ul style="list-style-type: none"> <li>• Whether the site is within an International (Special Protection Area, Special Area of Conservation or Ramsar) or National planning designation (Sites of Special Scientific Interest, National Nature Reserves, Areas of Outstanding Natural Beauty, Ancient Woodlands, Veteran Trees, Scheduled Monuments, Registered Historic Parks and Gardens, Listed Buildings)</li> </ul>

<sup>1</sup> 'On the edge of' equates to 800m from the development boundary – in this case the distance is measured along the road network and is not a radius measurement from the site.

<sup>2</sup> Category 1, 2 and 3 Settlements - The results of the Village Facilities and Rural (Public) Transport Survey enabled a hierarchy of settlements to be ranked according to their sustainability and access to local services. Category 1 settlements have at least four key services in the Village Facilities Survey. Category 2 settlements have at least two key services including a shop and have access to at least daily services for employment and shopping purposes. Category 3 settlements have at least one key service (other than a parish / village hall) and have access within the settlement to at least a daily bus service to a “designated town”.

	<ul style="list-style-type: none"> <li>• Whether there are any local designations affecting the site (including Local Nature Reserves, Local Wildlife Sites, Sites of Importance for Nature Conservation, Local Geological Sites, Local Heritage Assets, Conservation Areas, Local Green Space, Tree Preservation Orders)</li> <li>• Whether the site is within the Green Belt<sup>3</sup></li> <li>• Whether the site falls within a Significant Gap</li> <li>• Whether there are any known protected species or habitats recognised in the Biodiversity Action Plan on the site</li> </ul>
<i>Potential impacts</i>	<ul style="list-style-type: none"> <li>• Whether there is any likely adverse visual impact which cannot be adequately minimised</li> <li>• Whether there is likely to be a significant adverse impact on privacy and residential amenity for either site residents or neighbouring property which cannot be mitigated</li> <li>• Whether the site (and possible number of caravans stationed) respects the scale of, and would not dominate, the nearest settled community</li> <li>• Whether there is likely to be any adverse impact from noise for both site residents and neighbouring land uses which cannot be mitigated</li> </ul>
<b>Achievability</b>	<ul style="list-style-type: none"> <li>• Whether the site is likely to be capable of providing adequate on-site services for water supply, mains electricity, waste disposal and foul and surface water drainage - or whether there are any likely abnormal costs which would prejudice the ability of the site from being developed</li> </ul>

Proposed Desirable Sustainability Criteria

<b>Suitability</b>	
<i>Sustainability Criteria</i>	<ul style="list-style-type: none"> <li>• Whether the site is accessible by walking, cycling and public transport to local services and facilities including shops, schools and health facilities</li> <li>• Whether the site would be an extension to or intensification of an existing serviced site</li> <li>• Whether the site would be on previously developed land</li> <li>• Whether the site would have an adverse impact on the Green Infrastructure as defined in SWDP 5 which could not be mitigated<sup>4</sup></li> </ul>

<sup>3</sup> An exceptional limited alteration to the Green Belt boundary would be required for such a site to be considered ( Planning Policy for Traveller Sites (DCLG, 2015))

<sup>4</sup> Green Infrastructure is the network of green spaces that intersperse and connect our cities, towns and villages, providing multiple benefits for environment, economy and communities. The components of Green Infrastructure include biodiversity, landscape, historic environment, access and recreation and water.

## Assessment Process

A traffic light approach was adopted, identifying sites which do not satisfy criteria in red, where criteria may be capable of being satisfied in amber and where criteria are satisfied in green.

Essential Criteria	Designation / Issue	Red	Amber	Green
<b>Availability</b>	Promoted sites, public land ownership, etc	Owner has confirmed that site is not available, nor is it likely to be available in the future	Site availability is unknown and requires further investigation	Evidence that landowner willing to sell or develop the site for Traveller or Travelling Showpeople purposes
<b>Within, or on the edge of a town or Category 1, 2 or 3 Settlement or a Proposed Urban Extension</b>	Near Settled Community	Site is not within 800 metres of a town or Category 1, 2 or 3 settlement or within proposed urban extension	N/A	Would be within 800 metres of a town or Category 1, 2 or 3 settlement or within proposed urban extension
<b>Flood Risk</b>	Environment Agency Indicative Flood Mapping and SFRA	Site is within Flood Zone 3	Site is affected by Flood Zones 1 and/or 2 requiring site FRA (and application of sequential tests)	The site is not affected by identified areas of indicative flood mapping or is located in Flood Zone 1
<b>Contaminated Land</b>	Contaminated Land Register	On contaminated land which cannot be mitigated	On contaminated land which could be mitigated	Not on contaminated land
<b>Topography</b>	Stable location	On steep slope or unstable land	Land appears relatively flat or stable land, requiring further investigation	Relatively flat and stable land
<b>Safe &amp; Convenient Access</b>	County Council / Highways Authority	Site does not have or could not have convenient / safe access to highway	Site has or could have access to public highway but requires further investigation about safety	Site appears to be able to accommodate safe and convenient access on to the public highway
<b>International Designation</b>	SPA, SAC Ramsar sites	Site covered by an International designation and purpose of the designation likely to be compromised	Site within the buffer of an International designation and purpose of the designation could be compromised	The site is not within an International designation or its buffer
<b>National Designation</b>	AONB SSSI	The site is affected by a	The site is affected by a	The site is not affected by or

	National Nature Reserves Scheduled Monuments Listed Buildings Ancient Woodland Veteran Trees Historic Parks and Gardens	national designation and the purpose of the designation is likely to be compromised by the site.	national designation or immediately adjacent to a nationally designated site, and the purpose of the designation could be compromised.	immediately adjacent to any national designations.
<b>Local Designations</b>	Conservation Areas Local Wildlife Sites Local Nature Reserves Sites of Importance for Nature Conservation Local Geological Sites Local Heritage Assets Local Green Space Tree Preservation Orders H&SE hazardous installations/pipelines Sewage Works - Cordon Sanitaire	The site is covered by a local designation and the purpose of the designation likely to be compromised	The site is in close proximity of local designation and could compromise the purpose of the designation, requiring further investigation of mitigatory measures.	The site is not affected by, or immediately adjacent to, any local designation.
<b>Priority Species and Habitats</b>	Biodiversity Action Plan	The site is known to home priority species or habitats which would be adversely affected by development	The site is known to home or be near known BAP species or habitats, but mitigatory measures can be proposed	No known BAP species or habitats on the site or in close proximity
<b>Green Belt</b>	Green Belt	Site is within the Green Belt and no exceptional circumstances exist	Site is within the Green Belt but exceptional circumstances may exist	Site is not within the Green Belt
<b>Significant Gap</b>	Significant Gap	Site is within a Significant Gap and the purpose of designation likely to be compromised	Site could have a negative impact on the purpose of Significant Gap designation, requiring further investigation	Site not within Significant Gap
<b>Residential Amenity / Neighbouring Land Uses</b>	Residential Amenity and Neighbouring Land Uses	Adverse impact on privacy and residential amenity for both site residents and / or neighbouring	May be adverse impact on privacy and residential amenity for both site residents and / or	Unlikely to be significant adverse impact on privacy and residential amenity for both site residents and

		land uses which could not be mitigated	neighbouring land uses which could be mitigated	neighbouring land uses
<b>Capable of On-Site Services</b>	On-Site Services for water supply, mains electricity, waste disposal and foul and surface water drainage	Site not capable of providing adequate on-site services for water supply, mains electricity, waste disposal and foul and surface water drainage	May be capable of providing adequate on-site services for water supply, mains electricity, waste disposal and foul and surface water drainage, requiring further investigation	Site capable of providing adequate on-site services for water supply, mains electricity, waste disposal and foul and surface water drainage
<b>Desirable Criteria</b>	<b>Issue</b>	<b>Red</b>	<b>Amber</b>	<b>Green</b>
<b>Distance to Shop</b>	Walking distance up to 800 metres	Not applicable	Site not within 800 metres of a shop	Site within 800 metres of a shop
<b>Distance to Primary School</b>	Walking distance up to 2,000 metres	Not applicable	Site not within 2,000 metres of a primary school	Site within 2,000 metres of a primary school
<b>Distance to GP</b>	Walking distance up to 1,200 metres	Not applicable	Site not within 1,200 metres of a GP	Site within 1,200 metres of a GP
<b>Distance to Public Transport (Bus Stop)</b>	Walking distance up to 800 metres	Not applicable	Site not within 800 metres of bus stop	Site within 800 metres of bus stop
<b>Expansion / intensification of existing Site</b>	Existing Sites	Not applicable	Would be a new site	Would be an extension to or intensification of an existing site
<b>Previously Developed Land</b>	Brownfield Land	Not applicable	Not on previously developed land	Would be on previously developed land
<b>Green Infrastructure</b>	Green Infrastructure		The site is within an area identified as “protect and enhance” or “protect and restore” as identified on the Environmental Character Areas map in SWDP 5	The site is not within an area identified as “protect and enhance” or “protect and restore” as identified on the Environmental Character Areas map in SWDP

The Institute of Highways and Transportation Guidelines for Providing Journeys on Foot (2000) suggests that for facilities such as shops and bus stops, walking distances of up to 800m can be considered, with the desirable and acceptable distances being 200m and 400m. Acceptable walking distances to facilities are defined as those where a high proportion of the trips generated by new development can be conveniently made by public transport, on foot or by bicycle.

	<b>Facilities e.g. shops, bus stops</b>	<b>Commuting/school</b>	<b>Other</b>
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Guidelines for Providing for Journeys on Foot (IHT 2000)

The South Worcestershire Councils consider that sites within 800m of a development boundary of a town or Category 1, 2 or 3 settlements reflects the Institute of Highways and Transportation Guidelines, provides flexibility for Traveller sites to come forward and reflects the intention of Policy SWDP 17Ci.

## Assessment Stages

A staged approach was undertaken to identifying and assessing the suitability of potential sites for inclusion in the Traveller and Travelling Showpeople DPD.

### Stage 1: Identification of Potential Land for Site Assessment

The first step in the assessment process was to identify land that may be potentially available for Traveller or Travelling Showpeople use.

The South Worcestershire Councils undertook two “calls for sites” between February - March 2015 and between November 2016 – January 2017. The calls for sites provided an opportunity for individuals and organisations to suggest sites that they considered might be suitable for allocation as a Traveller or Travelling Showpeople site. It was made clear that proposals could be for either new sites or an expansion or intensification of an existing site. Proposals were invited for permanent residential sites or transit sites / temporary stopping places.

It was also made clear that all sites submitted would undergo a rigorous assessment against specific criteria to assess their potential suitability. Submitting a site for consideration was not a guarantee that it would be found suitable or that it would be allocated as part of the emerging DPD. It was also explained that any sites that were included within the DPD would still be required to follow the normal planning procedures in securing planning permission.

Individuals and organisations that were invited to submit sites in the “call for sites” included:

- All Gypsy, Traveller and Travelling Showpeople households on authorised (permanent and temporary) and unauthorised Traveller and Travelling Showpeople sites in south Worcestershire.
- All registered caravan parks owners in south Worcestershire.
- Public sector landowners, including the District and County Councils and Housing Associations.
- Landowners who put land forward for consideration as potential housing allocations in the Strategic Housing Land Availability Assessment (SHLAA).

Additionally, a Press Release was issued to raise awareness so that others might put sites forward if they desired to do so.

17 valid site submissions were received in the first call for sites – which are summarised in Table 1 below. Additionally, the potential suitability of the only Traveller site in south Worcestershire (at Crossway Green), which had temporary planning permission and no conditions limiting the site to named individuals, was also assessed.

Table 1 – Sites Submitted Considered following the first “Call for Sites”

Site Name and Location	District	New or Existing Site	Potential Number of New or Additional Pitches	For Gypsy, Showman &/or Transit Use
Hillbee Farm Upton Upon Severn	Malvern Hills	Existing	5	Gypsy + Showpeople
Haylers End	Malvern Hills	New	30	Gypsy

Hanley Swan				
Lower Howsell Road Leigh Sinton	Malvern Hills	New	20	Gypsy
Fieldview Gadfield Elm (near Staunton)	Malvern Hills	Existing	6	Gypsy + Transit
Acton Villa, Acton, Ombersely	Wychavon	Existing	5	Gypsy
Comhampton Lane, Dunhampton, Ombersley	Wychavon	New	4	Gypsy
The Hill, Canada Bank, Charlton	Wychavon	Existing	4	Gypsy
Land known as the Tree Nursery, adj Westwood Way and A38 roundabout, Droitwich	Wychavon	New	10	Transit
Land off Narrowway Lane, Crossway Green	Wychavon	New	3 - 4	Gypsy
Land off Waresley Road, Hartlebury	Wychavon	New	2	Gypsy
Torton Paddock, Charlton Lane, Torton	Wychavon	Existing	2	Gypsy
The Orchard, Knowle Hill, Evesham	Wychavon	Existing	7	Gypsy
Seven Acres, Main Rd, Crophorne	Wychavon	Existing	3	Gypsy
Orchard View, Evesham Rd, Fladbury	Wychavon	Existing	8 - 10	Gypsy
8 Evergreen Bank, Main Rd, Crophorne	Wychavon	Existing	3	Gypsy
Blossom Hill, Village St, Aldington	Wychavon	Existing	2	Gypsy
Laurel Park, Bredon	Wychavon	Existing	3	Gypsy
Shorthill Caravan Park, Crossway Green	Wychavon	Existing - Temporary	10 24	Gypsy Transit

In addition, land at Broomhall Community and Norton Barracks Community (the proposed Worcester South urban extension) and land at Temple Laugherne (the proposed Worcester West urban extension) were also assessed for their suitability for accommodating Traveller sites.

As background, the South Worcestershire Development Plan proposes up to 20 pitches through the identification of two sites (up to 10 pitches each) on the proposed Worcester South and Worcester West urban extensions – policies SWDP 45/1 and 45/2 respectively. The precise location of these sites would be identified through detailed masterplanning of the urban extensions. At the masterplanning stage, it would also be determined whether the sites on the urban extensions were to meet Malvern Hills, Worcester or Wychavon's pitch requirements.

21 valid site submissions were received in the second call for sites – which are summarised in Table 2 below. The second call for sites included two sites which had previously been submitted in the first call for sites and a site at Baughton that was submitted twice. The second call for sites also included three sites either on the proposed urban extensions, or proposed as potentially in lieu of sites on the urban extensions.

**Table 2** – Additional Sites Considered following the second “Call for Sites

<b>Site Name and Location</b>	<b>District</b>	<b>New or Existing Site</b>	<b>Potential Number of New or Additional Pitches</b>	<b>For Gypsy, Showman &amp;/or Transit Use</b>
Halfkey Farm, Halfkey	Malvern Hills	New	170	Gypsy + Showpeople + Transit
Mountain View, Bastonford	Malvern Hills	Existing	3/4	Gypsy
The Paddocks, Newlands	Malvern Hills	Existing	7	Gypsy
Willows End, Guarlford	Malvern Hills	Existing	3	Gypsy
Abbey College, Malvern Wells	Malvern Hills	New	Not stated	Gypsy + Showpeople + Transit
Main Road, Kempsey <sup>5</sup>	Malvern Hills	New	10	Gypsy
Baughton View	Malvern Hills	Existing	12	Gypsy
The Dog Inn, Baughton	Malvern Hills	Existing	10	Gypsy
Broomfield, Newnham Bridge	Malvern Hills	Existing	2	Gypsy
Church Meadows Caravan Site, Dormston Lane, Dormston	Wychavon	New	10	Gypsy
Badsey Road, Aldington	Wychavon	New	4	Gypsy
Blossom Hill, Village St, Aldington	Wychavon	Existing	2	Gypsy
Seven Acres, Main Rd, Crophorne	Wychavon	Existing	3	Gypsy
Land opposite Newlands, Evesham Rd, Norton	Wychavon	New	21	Gypsy
Walnut Place (formerly The Caravan), Radford Rd, Rous Lench	Wychavon	Existing	20+	Gypsy
Orchard View, Main St, Aldington	Wychavon	New	8	Gypsy + Showpeople
Hughes Barn, Bretforton Rd, Badsey	Wychavon	New	8	Gypsy + Showpeople
Former caravan storage site, Land off A449, Crossway Green	Wychavon	New	up to 10	Gypsy
Hatfield Bank – Worcester South)	Wychavon	New	up to 10	Gypsy
A38 south of Carrington	Malvern Hills	New	up to 10	Gypsy +

<sup>5</sup> This site is no longer included in the Revised Preferred Options because the landowner confirmed on 30 Jan 2018 that it is not available for Gypsy and Traveller use but instead want it considered for Travelling Showpeople use. The Council has not yet had the opportunity to assess the site for Travelling Showpeople use and therefore the site does not form part of the Revised Preferred Options consultation.

Bridge (Worcester South)				Showpeople + Transit
Sherriff Street, Worcester (potentially in lieu of a site on Worcester West)	Worcester	New	up to 10	Gypsy + Showpeople + Transit

## **Stage 2: Initial Suitability and Availability Assessment**

The second stage involved a desk-based assessment of suitability criteria, together with an initial investigation of likely availability.

This stage sieved out immediately sites which were likely to fail on the grounds of either the site being unavailable for Traveller or Travelling Showpeople purposes or potential sites contravening major constraints such as being within planning designations, areas prone to flooding, on contaminated land etc.

The initial site availability and suitability assessment is summarised in Tables 3a and 3b.

If a site could not satisfy all of the essential suitability and availability criteria (i.e. red on the matrix) it was rejected.

All sites which did not receive a “red” in the Initial Availability and Suitability Assessment were taken forward to be considered at the next stage.

Table 3a - Initial Availability and Suitability Assessment Matrix from the First Call for Sites

Site Details		Essential Availability Criteria	Essential Suitability Criteria							Conclusion
Site Name / Location	Source	Availability for T&TS Use	Within 800m of a town or Category 1, 2 or 3 Settlement, or within Urban Extension	Flood Risk	Land Recorded on Contaminated Land Register	International or National Designation	Local Designation	Green Belt or Significant Gap	Known Priority Species & Habitats	Should the site be considered further?  If no, reason for rejecting site
Hillbee Farm Upton Upon Severn	Call for Sites									
Haylers End Incinerator Hanley Swan	Call for Sites									1.3 km from nearest settlement
Lower Howsell Road Leigh Sinton	Call for Sites									Significant Gap
Fieldview Gadfield Elm (nr Staunton)	Call for Sites									1.6km from nearest settlement. Whole site in Flood Risk zones 2 & 3. Gas pipeline runs through site.
Acton Villa, Acton, Ombersley	Call for Sites									1.3 km from nearest settlement
Comhampton Lane, Dunhampton, Ombersley	Call for Sites									1.7km from nearest settlement
The Hill, Canada Bank, Charlton	Call for Sites									1.5 km from Crophorne
Land known as the Tree Nursery, adj Westwood Way and A38 roundabout, Droitwich	Call for Sites									Adj. SSSI. Adj. Listed building (The Boat House). IAdj. Historic Park and Garden (Westwood House). In a local or regional wildlife site. TPO on surrounding land.
Land off Narroway Lane,	Call for									

Crossway Green	Sites									
Land off Waresley Road, Hartlebury	Call for Sites									Green Belt. TPOs along boundary with Pleck Orchard.
Torton Paddock, Charlton Lane, Torton	Call for Sites									1.8km to nearest settlement. Green Belt.
The Orchard, Knowle Hill, Badsey	Call for Sites									
Seven Acres, Main Rd, Crophorne	Call for Sites									900m from nearest settlement – application pending w/17/00210
Orchard View, Evesham Rd, Fladbury	Call for Sites									1.4km to nearest settlement.
8 Evergreen Bank, Main Rd, Crophorne	Call for Sites									
Blossom Hill, Village St, Aldington	Call for Sites			Access road in flood zone 3			Within 100m of special wildlife site			Access road appears to be in flood zone 3 but not the land itself. Now has planning consent w/15/02023 for 2 pitches
The Laurels, Main Rd, Bredon	Call for sites							Located in local gap in Bredon Neighbourhood Plan –		Located in local gap in Bredon Neighbourhood Plan
Shorthill Caravan Park, Crossway Green	Temporary consent, without personal occupancy restriction									
Worcester South Urban Extension	SWDP									May be situated in a Significant Gap

										– but the principle of this is accepted by SWDP. Precise location of potential Traveller site not known so difficult to assess suitability criteria further at this stage.
Worcester West Urban Extension	SWDP									Precise location of potential Traveller site not known so difficult to assess suitability criteria further at this stage, but principle of Traveller site development accepted in SWDP.

Table 3b - Initial Availability and Suitability Assessment Matrix from the Second Call for Sites

Site Details		Essential Availability Criteria	Essential Suitability Criteria							Conclusion
Site Ref No.	Source	Availability for T&TS Use	Within 800m of a town or Category 1, 2 or 3 Settlement, or within Urban Extension	Flood Risk	Contaminated Land	International or National Designation	Local Designation	Green Belt or Significant Gap	Known Priority Species & Habitats	Should the site be considered further?  If no, reason for rejecting site
Halfkey Farm, Halfkey	Second call for sites			Parts of site susceptible to groundwater vulnerability				Significant Gap		Significant Gap

Site Details		Essential Availability Criteria	Essential Suitability Criteria							Conclusion
Site Ref No.	Source		Availability for T&TS Use	Within 800m of a town or Category 1, 2 or 3 Settlement, or within Urban Extension	Flood Risk	Contaminated Land	International or National Designation	Local Designation	Green Belt or Significant Gap	
				ility						
Mountain View, Bastonford	Second call for sites									
The Paddocks, Newlands	Second call for sites									1km from Collets Green
Willows End, Guarlford	Second call for sites			Susceptible to surface water flooding – 1 in 200 year			Site of Local Wildlife Importance along entrance			
Abbey College, Malvern Wells	Second call for sites					AONB	Site covered by an area TPO		Species records for badger (Meles meles), senecio sylvaticus (plant) and paver argemone (plant)	AONB. TPOs on site. Priority species and habitats on site.
Main Road, Kempsey <sup>6</sup>	Second call for sites			Pos 1 in 200 year , less than						

<sup>6</sup> This site is no longer included in the Revised Preferred Options because the landowner confirmed on 30 Jan 2018 that it is not available for Gypsy and Traveller use but instead want it considered for Travelling Showpeople use. The Council has not yet had the opportunity to assess the site for Travelling Showpeople use and therefore the site does not form part of the Revised Preferred Options consultation.

Site Details		Essential Availability Criteria	Essential Suitability Criteria							Conclusion
Site Ref No.	Source		Availability for T&TS Use	Within 800m of a town or Category 1, 2 or 3 Settlement, or within Urban Extension	Flood Risk	Contaminated Land	International or National Designation	Local Designation	Green Belt or Significant Gap	
				0.3m Ground water vulnerability						
Baughton View	Second call for sites			North west corner Flood Zones 2 or 3. Site subject to ground water vulnerability		Ancient woodland 50m to north of the site			Records of badger (Meles meles) neighbouring the site	2km from Earls Croome. Priority species and habitats on site.
The Dog Inn, Baughton	Second call for sites			North west corner Flood Zones 2 or 3. Site subject to ground water vulnerability		Ancient woodland 50m to north of the site			Records of badger (Meles meles) neighbouring the site	2km from Earls Croome. Priority species and habitats on site.
Broomfield, Newnham Bridge	Second call for sites			Flood Zones 2 and 3 at north of site.					Record of Carex pseudocyperus (plant) within the	3km from Eardiston, 5km from Clows Top, 8km from Tenbury Wells.

Site Details		Essential Availability Criteria	Essential Suitability Criteria							Conclusion
Site Ref No.	Source		Availability for T&TS Use	Within 800m of a town or Category 1, 2 or 3 Settlement, or within Urban Extension	Flood Risk	Contaminated Land	International or National Designation	Local Designation	Green Belt or Significant Gap	
				Site subject to groundwater vulnerability					site	Priority species and habitats on site.
Church Meadows Caravan Site, Dormston Lane, Dormston (10 pitches)	Second call for sites					Adj. to SSSI. Close to the Grade I listed church			Adj to SSSI (Dormston Church Meadow); ecological and protected species surveys	3.5km to Inkberrow
Badsey Road, Aldington (4 pitches)	Second call for sites								ecological and protected species surveys required – ecological mitigation and enhancement	
Blossom Hill, Village St, Aldington (2 pitches)	First and second call for sites			Access road appears to be in flood zone 3			Within 100m of special wildlife site			Could have an additional 2 pitches, to the 2 allowed under w/15/02023, on the land to the rear.

Site Details		Essential Availability Criteria	Essential Suitability Criteria							Conclusion
Site Ref No.	Source		Availability for T&TS Use	Within 800m of a town or Category 1, 2 or 3 Settlement, or within Urban Extension	Flood Risk	Contaminated Land	International or National Designation	Local Designation	Green Belt or Significant Gap	
Seven Acres, Main Rd, Cropthorne (3 pitches)	First and second call for sites									900m from nearest settlement. Application pending for 1 additional pitch w/17/00210
Land opposite Newlands, Evesham Rd, Norton (21 pitches)	Second call for sites								ecological and protected species surveys – ecological mitigation and enhancement	820m from Evesham
Walnut Place (formerly The Caravan), Radford Rd, Rous Lench (20+ pitches)	Second call for sites				Further investigation would be required				ecological and protected species surveys if on more than just the pony paddock.	3km+ to Church Lench
Orchard View, Main St, Aldington	Second call for sites				Further investigation would be required				ecological and protected species surveys	1.1km from Badsey
Hughes Barn, Bretforton Rd, Badsey (8 pitches)	Second call for sites			Flood zone 1, but high risk of surface						High risk of surface water flooding – would need to be mitigated against

Site Details		Essential Availability Criteria	Essential Suitability Criteria							Conclusion
Site Ref No.	Source		Availability for T&TS Use	Within 800m of a town or Category 1, 2 or 3 Settlement, or within Urban Extension	Flood Risk	Contaminated Land	International or National Designation	Local Designation	Green Belt or Significant Gap	
				water flooding						
Former caravan storage site, Land off A449, Crossway Green (up to 10 pitches)	Second call for sites									
Worcester South - Hatfield Bank	Urban Extension	Unknown. Site not submitted by landowner. Views of landowner not known.		Possible Groundwater vulnerability				Significant Gap <sup>7</sup>		Site availability for Traveller use not established
A38 south of Carrington Bridge	Second call for sites	Unknown. Site not submitted by landowner. Views of landowner not known.	Within proposed urban extension	Site adjacent to Flood Zone 2 and 3 Groundwater vulnerability on most of the site		Site 120m from Listed Building	Site adjacent to site of Regional or Local Wildlife Importance (River Severn).  Site 180m from Conservation Area		No protected species records within the site but records of bats adjacent to site (Nyctalus noctula and Pipistrellus pipistrelles).	Site availability for Traveller use not established
Sherriff Street, Worcester	Urban	Site currently		Site	Needs to be	Large	Site			Site availability for

<sup>7</sup> At the SWDP Examination, the South Worcestershire Councils did not consider Traveller sites within Significant Gaps to be appropriate development unless they are associated with an urban extension. Notwithstanding this, the SWCs considered that a single Traveller site within each of the Worcester South and Worcester West urban extensions in the Significant Gap would be an acceptable exception because the principle of large scale development within the urban extension boundaries had already been accepted.

Site Details		Essential Availability Criteria	Essential Suitability Criteria							Conclusion
Site Ref No.	Source	Availability for T&TS Use	Within 800m of a town or Category 1, 2 or 3 Settlement, or within Urban Extension	Flood Risk	Contaminated Land	International or National Designation	Local Designation	Green Belt or Significant Gap	Known Priority Species & Habitats	Should the site be considered further?  If no, reason for rejecting site
	extension	for sale. Site not submitted by landowner. Not confirmed that is available for Traveller use.		entrance on Newtown Road potentially subject to surface water flooding	checked – dismantlers yard	Scheduled Monument 110m from the site but seems to be well screened from the site  Site adjacent to an archaeological sensitive area.	adjacent to an archaeological sensitive area.			Traveller use not established

### **Stage 3: Detailed Site Assessment**

The third stage involved a more detailed on-site assessment of suitability, achievability and sustainability issues. The potential capacity of sites was also considered.

The on-site assessment helped determine the suitability of a site against the following essential criteria:

- Whether the land is relatively flat and stable.
- Whether the site has (or has potential of) safe and convenient access to the highway network.
- Whether there is likely to be any significant adverse visual impact which could not be adequately minimised.
- Whether there is likely to be a significant adverse impact on privacy and residential amenity for either site residents or neighbouring properties that could not be mitigated.
- Whether the site is likely to be capable of providing adequate on-site services for water supply, mains electricity, waste disposal and foul and surface water drainage.

If a site could not satisfy all of the essential suitability and availability criterion (ie red on the matrix) it was rejected. In addition to the essential criterion, sites were also assessed against the following criteria “desirable” suitability criterion. Whilst a failure to meet the criteria listed below may not, in themselves, preclude the development of Traveller and Travelling Showpeople sites, they are important considerations which could assist in assessing the sustainability of sites and prioritising between a choice of potential sites.

- Whether local services and facilities such as schools and health facilities are accessible by walking, cycling and public transport.
- Whether it would be an extension to an existing site or a new site.
- Whether the site would be on previously developed land.

The results of the Stage 3 detailed site assessment are summarised in Tables 4a and 4b.

Table 4a - Suitability and Achievement Assessment Matrix from the First Call for Sites

Site Name / Location	Essential Criteria					Desirable Suitability Criteria								Conclusion
	Topography	Safe Access on to Public Highway	Visual Impact	Residential Amenity and Neighbouring Uses	Capable On-Site Services	Distance to Shop	Distance to Primary School	Distance to GP	Distance to Bus Stop	Intensification / Extension to existing Site	Previously Developed Land	Green Infrastructure	Potential Number of New / Additional Pitches	
Hillbee Farm Upton Upon Severn		Highway authority would require further evidence		Dwellings immediately adjacent site		1870m	1800m	1130m	410m	Intensification		Protect and restore	5	Need to demonstrate suitable access can be achieved
The Orchard, Knowle Hill, Badsey				Dwellings within 200m		1300m	1800m	1740m	1400m	Intensification		Protect and enhance	5	
Blossom Hill, Village St, Aldington <sup>8</sup>	Sloping site					960m	1330m	2300m	90m	Extension		Protect and enhance	2	
8 Evergreen Bank, Main Rd, Crophorne		Highway authority would require further evidence		Concern about cumulative impact if both this and Seven Acres allocated		2500m	1300m	4km	390m	Intensification		Protect and restore	3	Need to demonstrate suitable access can be achieved; cumulative impact?
Land off Narrowway Lane, Crossway Green				Potential noise from A449? Dwellings immediately adjacent		390m	2000m	5km	180m	New site	No	Protect and enhance	3-4	Access from Narrowway Lane is not feasible because of the very narrow lane – one vehicle width with no proper waiting bays. Would

<sup>8</sup> Planning permission has subsequently been granted for the two pitches originally proposed at Aldington, so these are no longer being taken forward in the Development Plan Document. However, two further pitches were submitted in the second call for sites on neighbouring land at Aldington – see Table 4b.

															also be inappropriate to increase use of access via Mayview as this is a single width domestic drive onto the A449 where national speed restriction applies.
Shorthill Caravan Park, Crossway Green				Travel Lodge and dwellings adjoin the site.		490m	2100m	5km	290m	New site	No	Protect and enhance	10		
Worcester South Urban Extension										New site			10		
Worcester West Urban Extension										New site			10		

**Table 4b - Suitability and Achievement Assessment Matrix from the Second Call for Sites**

Site Name / Location	Essential Criteria					Desirable Suitability Criteria								Conclusion Should Site be Short-Listed?
	Topography	Safe Access on to Public Highway	Visual Impact	Residential Amenity and Neighbouring Uses	Capable On-Site Services	Distance to Shop	Distance to Primary School	Distance to GP	Distance to Bus Stop	Intensification / Extension to existing Site	Previously Developed Land	Local Green Network	Potential Number of New / Additional Pitches	
Mountain View, Bastonford		Highway authority would require further evidence	Some adverse visual impact	Local objections to planning applications, but existing caravans quite a distance from	Water and electricity. Sewerage ?	2.2km	1240m	3.7km	320m	Temporary planning permission			2	

Site Name / Location	Essential Criteria					Desirable Suitability Criteria								Conclusion Should Site be Short-Listed?
	Topography	Safe Access on to Public Highway	Visual Impact	Residential Amenity and Neighbouring Uses	Capable On-Site Services	Distance to Shop	Distance to Primary School	Distance to GP	Distance to Bus Stop	Intensification / Extension to existing Site	Previously Developed Land	Local Green Network	Potential Number of New / Additional Pitches	
Willows End, Guarlford				dwelling		3.8km	4km	3.2km	1000m	Intensification			3 suggested	
Main Road, Kempsey <sup>9</sup>		Highway authority would require further evidence		30m from Mear Cottage. 50m from nursery	Landowner says utilities and services available, but no details provided	1530m	1450m	1450m	270m	New			10 suggested	Access may not appear suitable. Highway authority would require further evidence
Badsey Road, Aldington	Sloping site	Access problematic due to limited visibility		Not adjacent to residential, opposite existing traveller sites.		960m	1330m	2100m	70m	New site	No	Protect and enhance	4	Access problematic due to limited visibility
Blossom Hill, Village St, Aldington	Sloping	Access already approved via planning application w15/02023		Not adjacent to residential, adjacent to existing traveller sites		960m	1330m	2300m	90m	Extension	No	Protect and enhance	2	
Land opposite Newlands, Evesham		Access problematic due to limited		Potential noise from A46?		2950m	1930m	1400m	375m	New site	No	Protect and enhance	6-8	Access problematic due to limited

<sup>9</sup> This site is no longer included in the Revised Preferred Options because the landowner confirmed on 30 Jan 2018 that it is not available for Gypsy and Traveller use but instead want it considered for Travelling Showpeople use. The Council has not yet had the opportunity to assess the site for Travelling Showpeople use and therefore the site does not form part of the Revised Preferred Options consultation.

Site Name / Location	Essential Criteria					Desirable Suitability Criteria								Conclusion Should Site be Short-Listed?
	Topography	Safe Access on to Public Highway	Visual Impact	Residential Amenity and Neighbouring Uses	Capable On-Site Services	Distance to Shop	Distance to Primary School	Distance to GP	Distance to Bus Stop	Intensification / Extension to existing Site	Previously Developed Land	Local Green Network	Potential Number of New / Additional Pitches	
Rd, Norton		visibility												visibility
Hughes Barn, Bretforton Rd, Badsey		Highway authority would require further evidence				TBC	1300m	4km	170m	Extension		Protect and enhance	8 pitches suggested by owner 6	
Former caravan storage site, Land off A449, Crossway Green				Travel Lodge and dwellings adjoin the site.		490m	2100m	5km	290m	New site	Yes	Protect and enhance	Up to 10 pitches suggested by owner	Concern about cumulative impact of this and Shorthill Caravan Park on locality, so suggest do not take this site forward.

## Conclusions

Based on the assessment of sites submitted during the first “call for sites” (including an assessment of responses to a Preferred Options consultation in March / April 2016), the following 3 sites appear to meet, or have the potential to meet, the essential suitability criteria for Traveller or Travelling Showpeople sites and should be taken forward for consideration and consultation as part of the Site Allocations Development Plan Document Preferred Options consultation.

Site Name and Location	District	New or Existing Site	Potential No. New Pitches	For Gypsy, Showman &/or Transit Use
Hillbee Farm Upton Upon Severn	Malvern Hills	Existing	3	Gypsy
The Orchard, Knowle Hill, Badsey	Wychavon	Existing	5	Gypsy
Shorthill Caravan Park, Crossway Green	Wychavon	New	10 5	Gypsy Transit
<b>Total</b>			<b>18 5</b>	<b>Gypsy Transit</b>

Based on the assessment of sites submitted during the second “call for sites”, the following 4 sites potentially meet the essential suitability and availability criteria and could be taken forward for consideration and consultation as part of the Site Allocations Development Plan Document Preferred Options consultation.

Site Name and Location	District	New or Existing Site	Potential No. New Pitches	For Gypsy, Showman &/or Transit Use
Mountain View, Bastonford	Malvern Hills	Temporary	2	Gypsy
Willows End, Guarlford	Malvern Hills	Existing	2	Gypsy
Blossom Hill, Village St, Aldington	Wychavon	Existing	2	Gypsy
Hughes Barn, Bretforton Rd, Badsey	Wychavon	New	6	Gypsy
<b>Total</b>			<b>12</b>	

The South Worcestershire Councils are mindful of the Policy requirements established by SWDP45/1 and SWDP45/2 and agree that this is the preferred means of providing new Gypsy and Traveller sites for years 6 to 10, nevertheless, it would be prudent to have an alternative option should these sites fail to deliver – i.e. to indicate broad locations of growth.