

Travellers' Sites Development Plan Document

Main Issues Statement

Issue 5 – Questions (i to v) (Document Number 1.5)

Issue 5 – Are the proposed allocations (TS3 – TS7) justified, are they deliverable and do they contain sufficient detail?

Question (i) Comment 7) on page 4 of A16 indicates that funding for 3 of the new pitches at Grafton and Bromyard (TS4 & TS6) has been approved. What is the latest position and is the sum referred to contingent on the bidding process with Homes England? How is the process of developing these pitches to be taken forward?

- 5.1 Herefordshire Council at its meeting of 26th January 2018 approved in principle funding of £360k for the development of three pitches by Full Council 2 at Bromyard £225k and 1 at Grafton @£135k. This funding bid was included as part of item 47 regarding the proposed capital programme including proposed investment additions for 2018/19 onwards. Approval was received for this but, in accordance with the Council's governance procedures, this will be subject to a further cabinet member decision. Discussions with Homes England are commencing to ascertain what funding may be available to support the delivery of these pitches from the Shared Ownership and Affordable Homes Building Programme 2016 - 2021.
- 5.2 The Council has a good track record in securing funding from earlier programmes for the refurbishment of pitches. Therefore there is a good prospect that the allocated sites will be delivered within five years.

Question (ii) What is the position with the other proposed permanent and transit pitches? How long is the funding process likely to take? Overall is there a reasonable prospect that the allocated sites will be delivered within 5 years?

- 5.3 The second tranche for capital is for 4 pitches at Pembridge @ £810k to be applied for in 2018/19. The third bid, for 2 new pitches at Watery Lane @ £425k will be applied for within 2019/20. Inclusion of the site proposals within an adopted Development Plan Document will add to the likelihood of the confirmation of the tranches of future funding.
- 5.4 Funding for the temporary stopping place will be included in the third bidding process. There are also funds available from the capital receipt of the sale of the former transit site at Madley. Please see attached cabinet member decision report of September 2013.

Question (iii) Are the individual site allocations justified and do they contain sufficient detail to guide development? In particular is the transit site proposed by Policy TS3 suitably located bearing in mind that it would be in the north of the county? Can suitable access to it be provided from the A49?

- 5.5 Yes site allocations include details of the requirements that are specific to the individual sites. As the sites proposed for allocation under policies TS4 and TS5 are either extensions to or intensifications of existing establishes sites there is not as much detail required as might be expected for a new site. Although the temporary stopping place proposed under TS3 would be a new site, there will be no permanent development as part of the development apart from the provision of hardstanding for pitches, and therefore not as much detail is required to guide that form of development.

5.6 With regard to the temporary stopping place provision it is entirely appropriate a temporary stopping place is provided close to a major transit route. The A49 is one of the few trunk roads in the County and our records show that there are regular occurrences of unauthorised encampments in the Leominster area (See PS5) and therefore it is suitably located to cater to meet the need for transit sites.

5.7 With regards to highways access the Council has worked with Highways England on this matter. At their request it has produced a SRN Safety Risk Assessment Proposed Leominster A49 Travellers Site (Post Submission Document PS 8). This risk assessment considers the safety consequences on the Strategic Highway Network (A49 Leominster Bypass) of the proposal and the impact on workers, road users and third parties. The report concludes that the site is acceptable in principle. However it identifies necessary works to enhance the site’s safety and further reduce risk. These can be addressed through the planning application process. These are:

- Consideration of the existing directional sign north of the site access;
- Site fencing; and
- A traffic management plan to reduce the number of turning movements into the site across other traffic streams.

5.8 This report was not finalised prior to pre-submission. It is therefore proposed that a minor modification should be made to Policy TS3 to include an additional bullet point to reflect the required works as listed above.

Question (iv) Would the proposed allocations be acceptable when judged against existing policies in the Core Strategy and Policies H4 and RA3 specifically?

5.9 The allocations are consistent with other policies of the Core Strategy. RA3 sets out which types of development may be considered in locations outside settlements and cross references to Policy H4.

5.10 Policy H4 sets out the criteria for consideration of sites coming forward to the planning process on non-allocated sites or prior to the adoption of the DPD. The following tables assess in broad terms the compliance of the proposed sites with the individual criteria and demonstrate their acceptability.

5.11 Policy TS3 -

Policy H4 Criteria (summarised)	TS3 Leominster
1. Reasonable access	Good access to A49. Pedestrian and cycle route adjacent to site leading to Leominster with range of services and facilities
2. Appropriate screening	Existing vegetation – further proposed as part of scheme. The site is lower than existing roads therefore reduces visibility

3. Mixed business and residential accommodation	Capacity to provide for caravan and towing vehicles. This is not an onsite requirement for temporary stopping place.
4. Promote peaceful and integrated co-existence	The provision of an authorised site for temporary stopping will reduce tensions that can often arise as a result of unauthorised encampments.
5. Avoid undue pressure on local infrastructure and services	No issues identified
6. In rural areas does not dominate	Not applicable
7. Can accommodate on site facilities	Not strictly applicable as proposed use is for a temporary stopping place. Basic Facilities will be brought in as required. Not intended to provide play facility for this site.

5.12 Policy TS4 Romany Way Grafton

Policy H4 Criteria (summarised)	TS4 Romany Way, Grafton
1. Reasonable access	Located on edge of urban area. Primary and secondary schools within 1km from site. Local shops approx. 1.3km distant. Ross Road Health Centre approx. 1.3km Drop in Kindle health centre approx. 1.8 km Church approx. 1.2 km Dentists approx. 1.8 - 2km away. Hourly bus service into Hereford City Centre Bus service 33 between Hereford and Ross on Wye. Also service 36 between Monmouth and Hereford runs six times a day. The bus stops are approximately 70m away
2. Appropriate screening	The site is already screened from the road. The new pitch is currently only surrounded open fencing. More enclosed fencing / planting would be required to provide greater privacy for the occupants of the new pitch.
3. Mixed business and residential accommodation	There is limited potential to incorporate mixed business and residential accommodation on this site as the new pitch is proposed within an existing site.
4. Promote peaceful and integrated co-existence	An existing well established site.
5. Avoid undue pressure on local infrastructure and services	Yes. Very small scale development which will not create undue pressure.
6. In rural areas does not dominate	Not applicable

7. Can accommodate on site facilities	Yes
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5.13 Policy TS5 Watery Lane Lower Bullingham

Policy H4 Criteria (summarised)	TS5 Watery Lane Lower Bullingham
1. Reasonable access to services including health and schools	This site is located to the south of Hereford urban area adjacent to the southern boundary of the Rotherwas enterprise Zone. It is approximately just less than 1km to the nearest bus stops. Improved pedestrian access to the bus stops will be achieved as part of the development of the Southern strategic urban extension.
2. Appropriate screening	The site is well contained as it is set down into the landscape.
3. Mixed business and residential accommodation	As an extension to a site there may be potential for this mixed business and residential use.
4. Promote peaceful and integrated co-existence	An existing well established site.
5. Avoid undue pressure on local infrastructure and services	Yes. Very small scale development which will not create undue pressure.
6. In rural areas does not dominate	Not applicable
7. Can accommodate on site facilities	Yes

5.14 Policy TS6 Openfields Bromyard

Policy H4 Criteria (summarised)	TS6 Openfields Bromyard
1. Reasonable access to services including health and schools	The site is located to the east of Bromyard. It is approximately 0.4km from the nearest bus stop on the A44 which is served by the Hereford / Bromyard / Worcester service. Bromyard as a market town has a range of services and facilities. There is a primary school within the parish and further primary and secondary schools in Bromyard.

2. Appropriate screening	The existing site is screened but policy TS6 requires consideration of enhancements to the existing planting.
3. Mixed business and residential accommodation	There is limited potential to incorporate mixed business and residential accommodation on this site as the new pitch is proposed within an existing site.
4. Promote peaceful and integrated co-existence	The redevelopment of the two pitches will prevent further antisocial activities that have taken place on this unoccupied part of the site. Therefore this will help to improve the conditions on the site for existing residents.
5. Avoid undue pressure on local infrastructure and services	Yes
6. In rural areas does not dominate	No – it is not considered that the re-use of the two pitches will have a negative impact in this regard.
7. Can accommodate on site facilities	Yes

5.15 Policy TS7 Pembridge

Policy H4 Criteria (summarised)	TS7 Pembridge
1. Reasonable access to services including health and schools	The site is located approximately 1.6km to the north of Pembridge with shops and services. Bus stops are located in close proximity to the site and are served by the Leominster / Pembridge circular service.
2. Appropriate screening	Policy TS7 requires appropriate landscaping to reflect the local landscape character and to provide enhancements to the existing site frontage.
3. Mixed business and residential accommodation	As an extension to a site there may be potential for this mixed business and residential use.
4. Promote peaceful and integrated co-existence	An existing well established site with no near neighbours. The proposed access arrangements will avoid any conflict with traffic generating from and to the nearby employment site.
5. Avoid undue pressure on local infrastructure and services	Yes. Very small scale development which will not create undue pressure. An improvement or new sewage disposal system will be required.
6. In rural areas does not dominate	As this is an extension of only four pitches it is not considered that it will dominate rural areas. Landscaping

	requirements will ensure that it is not prominent within the landscape.
7. Can accommodate on site facilities	Yes

Question (v) Given that allocations TS4 – TS7 are either within existing sites or are extensions to them, would planning permission be required for the use of land as a residential caravan site?

- 5.16 Planning permission will be required for the extensions at Pembridge and Lower Bullingham as these involve land which is beyond the boundary of the existing sites and involve the change of use of land to residential traveller sites.
- 5.17 Planning permission is not likely to be required for the two pitches at Bromyard as the existing structures will be completed and refurbished. The pitch at Grafton will require planning permission if it is to be further developed as the former warden’s office is to be demolished and rebuilt. However even for those pitches which may not require planning permission there is a significant advantage of including them within the plan in order to provide an indication of the Council’s commitment to deliver additional pitches. The increased number of pitches on these sites, even if resulting only from more efficient use of an existing site needs also to be recorded in the supply figures and therefore was included in the plan.