

**Herefordshire Travellers Sites DPD Examination – Main Modifications**

New wording to policies and the explanatory text is underlined and wording deleted from policies or text is shown as crossed out.

<b><u>Modification number</u></b>	<b><u>Paragraph / Policy reference</u></b>	<b><u>Main modification</u></b>									
MM1	Paragraph 2.5	These definitions apply to land use planning purposes only and do not relate to ethnicity. <del>However ethnicity is not determined by accommodation choice and it is understood that the definition in the planning policy guidance is currently the subject of legal challenge.</del> <b><u>The PPTS makes clear that it is referring to Travellers who meet the definition in Annex 1. Therefore, this DPD addresses the accommodation needs of those Travellers who meet the definition set out in the PPTS. The accommodation needs of the Travellers that do not meet the definition will be provided for in the Core Strategy Review.</u></b>									
MM2	Paragraph 4.7	The <del>latest</del> GTAA <del>update</del> took into account the revised definition in the PPTS. Through interviews with 74.8% of the Traveller households living on pitches in the county, the consultants identified what proportion of these would meet the PPTS definition in terms of how often they travel, when they last travelled, and when they intend to travel in the future. The <del>latest</del> GTAA therefore identifies a pitch requirement based on the PPTS definition but <del>they also looked at</del> a requirement for pitches based on ‘cultural need’ <b><u>was also included</u></b> . That is, the need for new pitches for those Travellers that do not need the PPTS definition but are ethnically gypsies and Travellers. Therefore the GTAA identifies two different sets of requirements for pitches based on this approach as set out below <b><u>but this DPD focuses on making provision for those Travellers meeting the definition set out in the PPTS in line with Government guidance.</u></b>									
MM3	Table 1	<p><b><u>Table 1 extract from GTAA 2017</u></b></p> <table border="1"> <thead> <tr> <th colspan="3"><b>Table 6.1 Overall plan period Gypsy and Traveller pitch need</b></th> </tr> <tr> <th></th> <th><b>Cultural need</b></th> <th><b>Of which: PPTS need</b></th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	<b>Table 6.1 Overall plan period Gypsy and Traveller pitch need</b>				<b>Cultural need</b>	<b>Of which: PPTS need</b>			
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		Historic Pitch need 2011/12 to 2016/17	17	6
		5yr Pitch need (2017/18 to 2021/22)	48	17
		Longer-term Pitch need (2022/23 to 2030/31)	26	10
		<b>TOTAL Pitch need for the whole Local Plan Period (2011/12 to 2030/31)</b>	<b>91</b>	<b>33</b>
		TOTAL Pitch need for the remainder of the Local Plan Period (2017/18 to 2030/31)	74	27
		Expected turnover on LA sites over the Plan Period	84	84
		<b>RESIDUAL PITCH REQUIREMENT DURING THE REMAINDER OF THE PLAN PERIOD (2017/18 to 2030/31) including turnover</b>	<b>Addressed</b>	<b>Addressed</b>
		Delete above table and replace with		
		Table 1 <b>Overall plan period Gypsy and Traveller pitch need</b>		
		<b>Revised Table 5.3 Overall plan period Gypsy and Traveller pitch need</b>		
			<b>Cultural need</b>	<b>Of which: PPTS need</b>
		<b>5yr pitch need (2018/19 to 2022/23)</b>	<b>52</b>	<b>19</b>
		<b>Longer-term need to 2023/24 to 2030/31</b>	<b>31</b>	<b>11</b>
		<b>TOTAL pitch need 2018/19 to 2030/31 (Local Plan Period)</b>	<b>83</b>	<b>30</b>

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MM4	Paragraph 4.8	The GTAA <b>partial</b> update 2017- <del>8</del> has found evidence of Gypsy and Traveller pitch need over the next five years (2018/ <del>189</del> to 2021/ <del>22</del> <b>22/23</b> equating to <del>48</del> <b>52</b> pitches under a cultural definition, and as a subset of this number, <del>17</del> <b>19</b> pitches under the PPTS 2016 definition of Gypsy <b>and</b> Traveller (those who still travel and /or intend to travel). <b>To the end of the Local Plan period the GTAA has identified a cultural need for a further 31 pitches and, as a subset of this number, a PPTS need for a further 11 pitches. Total pitch need is therefore 30 for those complying with the PPTS definition and 83 based on cultural need.</b>
MM5	Paragraph 4.9	For the full Local Plan Period (2011/12 to 2031/32) the GTAA has identified a cultural need for <del>91</del> pitches and, as a subset of this number a PPTS need for <del>33</del> pitches.
MM6	Paragraph 4.10	For the remaining local plan period (2017/18 to 2031/32) the GTAA has identified a cultural need for <del>74</del> pitches and, as a subset of this number a PPTS need for <del>27</del> pitches.
MM7	Paragraph 4.11	The GTAA includes consideration of how turnover on sites may impact on the supply of pitches. Turnover takes into account the effect of a pitch being vacated by one resident and then becoming available for another occupant <b>and may impact on the supply of pitches</b> . Taking into account a <del>An</del> anticipated average annual turnover of <del>6</del> <b>1</b> pitches on local authority sites during the remainder of the plan period (2017 <del>8</del> / <del>189</del> to 2031 <del>0</del> / <del>321</del> ), this equates to <del>84</del> pitches becoming available <b>has been allowed for</b> . Therefore, both the cultural and PPTS shortfalls are likely to be addressed through turnover. However there is still a requirement to identify a five year supply of pitches in accordance with PPTS requirements.
MM8	Paragraph 4.12	As stated above the GTAA identifies a requirement of <del>33</del> pitches between 2011 and 2031. There have been <del>18</del> completions of traveller pitches between 2011 and 2017 leaving a residual requirement of <del>15</del> for the plan period. Therefore the five year requirement is between <del>5</del> and <del>6</del> pitches. The development of sites identified in this document will more than meet this requirement. Therefore at this stage there is no need to identify any further sites for the remaining plan period but this will be kept under review through regular GTAA updates and with regard to the outcome of the legal challenge to the PPTS definition. The GTAA recommends that this evidence base is refreshed on a five yearly basis to ensure that the level of pitch and plot provision remains appropriate for the Gypsy and Traveller and Travelling Showpeople population across Herefordshire. These

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		updates will ensure that the impact of turnover on the supply of sites is monitored and its implications for the five year supply of sites is monitored and its implications for the five year supply is kept under review.										
MM9	Paragraph 4.13	<p>The focus for the allocation and delivery of the additional pitches is to make the most efficient use of land and service provision by increasing the number of pitches within council owned sites, where there is capacity to do so, and by extending the council owned sites. This approach provides both certainty of delivery and will also contribute to meeting the demands of the waiting lists for these sites. <b><u>In addition pitches are also allocated as an extension to an existing privately owned site. A broad location for growth is identified that may help meet the accommodation needs of years 6-10 (i.e. 2023/4 to 2027/8).</u></b> Although only these sites are allocated in the document it is recognised that there will still be a demand for new small private sites as some families would rather live as a family unit on their own site. <b><u>Together, this also provides the opportunity for a greater mix of tenure and own-ownership and also provide certainty of delivery.</u></b> Therefore any applications received for such sites <b><u>In addition to these allocations planning applications for additional pitches</u></b> will be considered against the relevant policies of the Core Strategy and this DPD regardless of whether the five year requirement has been met.</p>										
MM10	Table 2	<p>Proposed allocations for residential pitches for Travellers Table 2: Total number of residential pitches allocated</p> <table border="1" data-bbox="658 1026 1839 1396"> <thead> <tr> <th data-bbox="658 1026 1249 1091">Site Name</th> <th data-bbox="1249 1026 1839 1091">Number of Pitches</th> </tr> </thead> <tbody> <tr> <td data-bbox="658 1091 1249 1157">Romany Way Grafton</td> <td data-bbox="1249 1091 1839 1157">1</td> </tr> <tr> <td data-bbox="658 1157 1249 1265">Extension to Orchard Caravan Park, Lower Bullingham</td> <td data-bbox="1249 1157 1839 1265">2</td> </tr> <tr> <td data-bbox="658 1265 1249 1331">Openfields Bromyard</td> <td data-bbox="1249 1265 1839 1331">2</td> </tr> <tr> <td data-bbox="658 1331 1249 1396">Extension to Pembridge</td> <td data-bbox="1249 1331 1839 1396">4</td> </tr> </tbody> </table>	Site Name	Number of Pitches	Romany Way Grafton	1	Extension to Orchard Caravan Park, Lower Bullingham	2	Openfields Bromyard	2	Extension to Pembridge	4
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MM11	Paragraph 4.14	<p>All these sites have ongoing waiting lists and there is therefore an identified demand for an increased number of pitches. <u>With an allowance of 1 pitch per year contributing to supply from turnover of pitches this will equate to a supply of 18 for the period up to 2022/23. It should be noted that the figure for the five year requirement is a minimum and there is a longer term requirement (as set out Table 1) still to be met. This will be achieved through the review of the Core Strategy and /or planning applications granted in the interim. The five year supply figure should not be regarded as a target which is not to be exceeded given the longer term requirements.</u></p>				
MM12	New paragraphs to follow current paragraph 4.14	<p><u>Land at Stoney Street, Madley was included in the additional sites consultation that was carried out as part of the examination of the Travellers Sites DPD. This brownfield site was previously used as an emergency stopping place for Travellers that was owned and managed by Herefordshire Council. Planning permission was granted in 2014 for B2 General Industrial Uses under the Use Class Order. This permission was never implemented and the site has now become available for redevelopment as a private residential traveller pitches. However, it is affected by significant issues arising from its proximity to an industrial estate in relation to the impact of noise on the future residents of the site and the potential conflict with commercial vehicles entering and leaving the adjoining estate. Consequently this site has not been taken forward as part of this DPD.</u></p> <p><u>Nevertheless there may be potential for land to be found in the vicinity of Stoney Street as part of the review of the Core Strategy. It is therefore identified as a possible broad location for growth in the medium term (2023-2028) in accordance with the PPTS although subject to ensuring that any site can comply with the provisions of Policy TS1. The Council will seek to take this forward as part of the review process.</u></p>				

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MM13	Paragraph 5.1 Policy TS1	<p>Add the following text in paragraph 5.1 after the first sentence. <b><u>“Gypsy and Traveller sites may vary in their layout and type of development. Sites managed by Herefordshire Council are made up of a number of pitches which consist of hardstanding for a caravan and /or mobile home as well as a separate amenity block with cooking and washing facilities. Private sites which are either individual or small family sites often have either a small area of hardstanding or none at all and often do not include a separate permanent amenity block.”</u></b></p> <p>Policy TS 1 – Residential Traveller Pitches and Sites Proposals for new residential Traveller pitches and sites will be supported where they conform to Policy H4 of the Core Strategy and achieve the following:</p> <ol style="list-style-type: none"> <li>1 an overall good quality of design which respects the setting of the site and the local landscape character.</li> <li>2 a good quality of build of amenity blocks, where included, to provide a decent standard for washing and cooking facilities.</li> <li>3 amenity blocks, <b><u>where included, should be</u></b> are sensitively designed and sited using appropriate materials for the area.</li> <li>4 <b><u>any biodiversity assets and designated and undesignated heritage assets are conserved and where appropriate enhanced.</u></b> Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or heritage assets <b><u>should can</u></b> be satisfactorily mitigated.</li> <li>5 a suitable landscaping scheme where the site boundary treatment reflects local character, local materials and local colour and should be a small scale structure/fence. The use of native trees, hedgerows and shrubs to form boundaries will be encouraged as an alternative to high close board fencing.</li> <li>6 existing trees and hedgerows which are import to amenity should be retained. Any trees and hedgerows lost should be replaced by native trees and hedgerows in appropriate areas of the site.</li> <li>7 a safe area for children to play should be is included in the site layout where required.</li> <li>8 safe and convenient access to the highway network for cars, pedestrians and vehicles and turning space within the site.</li> <li>9 suitable arrangements for <b><u>clean water supply,</u></b> foul sewerage disposal and surface water drainage, and where opportunities for Sustainable Drainage Systems particularly for permeable surfaces are maximised.</li> <li>10 <del>that</del> any commercial activity that is proposed on the site is of a type that is appropriate to the location and does not <b><u>result in an adverse</u></b> impact on the amenity of any local residents <b><u>or other land users.</u></b></li> </ol>

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		<p>11 external lighting is kept to a minimum and should be directed down to the ground, to avoid light pollution.</p> <p>12 <del>Site layout should have proper regard to health and safety requirements including adequate spacing between perimeter boundaries and any structures on site and between structures which meet fire safety standards.</del></p> <p>In addition to the above:</p> <p>a) <del>opportunities to deliver an on-site shared community building should be explored.</del></p> <p>b) <del>Details of any animals to be kept on the site and associated requirements for grazing areas should be provided.</del></p>
MM14	Paragraph 5.2 Policy TS2	<p>The GTAA identifies a need for nine travelling showpeople plots <b>to 2031</b>. The Council will continue to work with the Travelling Show Persons Guild and the local community to encourage <b>these</b> sites to come forward <del>for this purpose. The requirement will be met through the planning application process. and</del> Policy TS2 seeks to encourage the supply of suitable sites <b>and recognises the differences in the site requirements for travelling show people plots in comparison with other traveller sites. In particular they usually require sufficient space for both living accommodation as well as for the storage and maintenance of fairground equipment.</b> Because of the specific requirements and differences to the other traveller sites and given that there are no allocations for show people plots land, this enabling policy aims to encourage the provision of additional showpeople sites <del>is included.</del> Regard has been had to the Showman’s Guild’s document “A Planning Focus Model Standard Package - Revised September 2007”.</p> <p>Policy TS2 – Travelling Showpeople plots</p> <p><b>Proposals</b> Planning applications for new plots for Travelling Show People will be <b>supported</b> encouraged to meet the identified need where they meet the following criteria <b>conform to Policy H4 of the Core Strategy and achieve the following:</b></p> <ol style="list-style-type: none"> <li>1. The site should be <del>relatively level and large enough</del> <b>able</b> to accommodate residential accommodation as well as space and or buildings for storage and maintenance of equipment if required.</li> </ol>

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		<p>2. The site should have satisfactory vehicular access, suitable for the safe and convenient movement into and out of the site of large vehicles including those carrying fairground equipment.</p> <p>3. The site should have suitable access <b>be in reasonable proximity</b> to the strategic road network.</p> <p>4. <del>Measures to reduce the risk of flooding should be incorporated into the design and layout.</del> Permeable surfaces should be incorporated to minimise surface water run-off. <b>Suitable arrangements for clean water supply, foul sewerage disposal and surface water drainage should be included in the design and opportunities for sustainable drainage systems area maximised.</b></p> <p>5. The commercial activity of the site should not impact on the amenity of local residents <del>or</del> and other land users. Planning conditions may be considered to reduce <b>any</b> the impact from noise <del>on</del> to nearby residential properties or businesses.</p> <p>6 <del>Site layout should have proper regard to health and safety requirements including adequate spacing between perimeter boundaries and any structures to meet fire safety standards.</del></p> <p>7 An overall good quality of design which respects the setting of the site, <del>and</del> the local landscape character, <b>the character and significance of designated and undesignated heritage assets and minimises any impacts on biodiversity assets.</b></p> <p>8 The site boundary treatment reflects local character, local materials and local colour. The use of native trees, hedgerows and shrubs to form boundaries will be encouraged.</p> <p>9 Existing trees and hedgerows which are important to amenity should be retained. Any trees and hedgerows lost should be replaced by native trees and hedgerows in appropriate areas of the site.</p> <p>10 Where required, a safe area for children to play should be incorporated into the design.</p> <p>11 External lighting <b>should be</b> <del>is</del> kept to a minimum and should be directed down to the ground, to avoid light pollution.</p>
MM15	TS3 Paragraph 6.2 Paragraph 6.4 Paragraph 6.5	<p>Site Type: Temporary Stopping Place of 5 pitches Policy TS3 Proposals for development at this site should:</p> <ol style="list-style-type: none"> <li>1. Provide an area of hardstanding for <ul style="list-style-type: none"> <li>o towing vehicles and caravans for short stays only</li> </ul> </li> </ol>



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		<ul style="list-style-type: none"> <li>○ temporary sanitation <b>and waste management</b> facilities to be brought on site when it is occupied and removed at the end of the stay.</li> </ul> <ol style="list-style-type: none"> <li>2. Not include any permanent structures apart from a small building for administrative purposes if <del>deemed</del> necessary.</li> <li>3. Demonstrate appropriate vehicular access and turning space <b>into and</b> within the site</li> <li>4. Demonstrate that there would be no potential <b>adverse</b> impact on the River Lugg SSSI.</li> <li>5. Retain where possible and enhance existing semi mature native trees on the boundary of the site to mitigate any landscape impact and to provide privacy to the site.</li> <li>6. Apply principles of sustainable urban drainage systems in the design.</li> <li>7. Provide a 1.8m high steel palisade fencing to prevent access onto the railway line <b>and other fencing to prevent access onto the highway.</b></li> </ol> <p><b>6.2</b> This site is located on a strategic highway network and is therefore <b>provides a suitable location for travellers passing through the county</b> <del>this type of use.</del> <b>A traffic management plan will be required to support a planning application to ensure that the number of turning movements into the site across other traffic streams is minimised and to address any additional signage requirements.</b> There are pedestrian and cycle links into Leominster <b>from the site</b> where there is good access to a range of services and facilities.</p> <p><b>6.4</b> The site is partially visually contained by existing semi mature native woodland on site. Further planting will be required to enhance this where this does not impact on the visibility of the access to the site. <del>Consultation with Network Rail will be required to ensure that any such fencing meets the requirements of Network Rail and that the site is safe and secure.</del></p> <p><b>6.5</b> A railway line is adjacent to the western boundary of the site. Therefore it is imperative that suitable safety fencing is installed and maintained to prevent access on to the railway line. <b>Consultation with Network Rail will be required to ensure that any such fencing meets the requirements of Network Rail and that the site is safe and secure. Similarly the road side part of the site will need to be securely fenced to reduce the risk of children or stray animals entering the highway.</b></p>

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MM16	New Policy TS8	<p><b><u>Oakfields, Nashend Lane, Bosbury</u></b></p> <p><b><u>Insert location map</u></b></p> <p><b><u>Site Type – Private</u></b></p> <p><b><u>Proposed allocation of four additional pitches</u></b></p> <p><b><u>Policy TS8</u></b></p> <p><b><u>Proposals for the development of this site should:</u></b></p> <ol style="list-style-type: none"> <li><b><u>1. Provide 4 additional residential pitches.</u></b></li> <li><b><u>2. Demonstrate appropriate vehicular access and turning space within the site</u></b></li> <li><b><u>3. Make provision for landscaping in accordance with policy TS1.</u></b></li> </ol> <p><b><u>Explanation:</u></b></p> <p><b><u>This is an existing private site that is situated between Bosbury and Cradley. The site area is relatively well screened. This should be retained and opportunities for any enhancement explored. Should the access at the north of the site be brought into use then consideration should be given to moving the access back to improve northbound visibility. Details of the drainage strategy and the waste collection arrangements should be provided.</u></b></p>