

# Newark & Sherwood Plan Review – Gypsy Roma and Traveller Background Paper

January 2024

## 1.0 Introduction

1.1 In seeking to plan for the future housing needs of residents the Council is committed to addressing the particular needs of the Gypsy, Roma and Traveller (GRT) community. The Council resolved, at its meeting on the 11 July 2017, to ***“seek all necessary means to secure appropriate provision of Gypsy & Travellers sites to meet anticipated need.”*** The Council agreed that the following methods could be used to achieve this resolution:

- *“ The allocation of new sites through the development plan;*
- *The granting of planning permission for pitches on new sites in line with Core Policy 5;*
- *The granting of planning permission for the provision of additional pitches at existing sites through further appropriate intensification of use or expansion of the site in line with Core Policy 5;*
- *The purchase by the Council, or partners, of new sites for additional pitches;*
- *Encouraging owners of underutilised sites to allow occupation of vacant pitches;*
- *The compulsory purchase of existing sites with the benefit of planning permission which are not in use; and*
- *The provision of flood reliance measures to enable the safe expansion of existing sites in partnership with the Environment Agency.”*

1.2 This approach has been incorporated into Core Policy 4 of the adopted Amended Core Strategy (Adopted 2019). This background paper outlines how the Council has brought together its GRT strategy within the second Publication Amended Allocations & Development Management DPD. This strategy represents an evolution of that presented through the first Publication Amended Allocations & Development DPD, published in November 2022, and the second Publication Amended Allocations & Development Management DPD in November 2023. Development of the strategy has been underpinned by a robust evidence base, which can be viewed at <https://www.newark-sherwooddc.gov.uk/aadm-representation/>. Key pieces of evidence and supporting documentation are listed below.

- Gypsy and Traveller Accommodation Assessment (February 2020), need breakdown by site provided in Appendix A to this document;
- Gypsy and Traveller Land Availability Assessment (January 2024);
- Integrated Impact Assessment (2023);
- Statement of Consultation
- Gypsy & Traveller Site Deliverability Assessment (November 2021) – Appendix B to this document;
- Gypsy and Traveller Five Year Land Supply Statement (January 2024);
- Strategic Flood Risk Assessment Update (2016);
- Strategic Flood Risk Assessment Level 1 Refresh (2022);

- Strategic Flood Risk Assessment Level 1 Refresh (2023);
- Strategic Flood Risk Assessment Level 2 Refresh (2022);
- Strategic Flood Risk Assessment Level 2 Refresh (2023);
- Sequential Test Statement – Gypsy and Traveller Site Identification (January 2024);
- Tolney Lane Flood Alleviation Options Appraisal (2019);
- Tolney Lane Flood Alleviation Scheme (2022);
- Tolney Lane Junction Capacity Technical Note (January 2024)
- Winthorpe Open Break Review (2022); and
- Old Stable Yard Noise Assessment and Addendum (December 2023)

## **2.0 Establishing a need**

- 2.1 The Submission Amended Core Strategy included proposed pitch requirements (40 pitches between 2013-2028), based on a Gypsy and Traveller Accommodation Assessment which had been prepared in-house. As part of the examination of the Amended Core Strategy (ACS) the Plan Inspector found the Gypsy and Traveller pitch requirements in the submitted plan to be unsound. Accordingly, through the making of a main modification it was required that a new assessment of need be undertaken, with its conclusions on need to be addressed as part of the production of the Allocations & Development Management DPD. This modification was reflected in the adopted wording of Core Policy 4 in the ACS.
- 2.2 Opinion Research Services (ORS) were duly engaged to undertake this assessment, and a new GTAA was published in February 2020. The assessment has a base date of August 2019 and provides a robust and up-to-date understanding of the likely permanent and transit accommodation need of the area over the lifespan of the Development Plan – as per Policy A of the Planning Policy for Traveller Sites (PPTS). ORS are a respected consultancy with nationwide experience of producing GTAAs, with their methodology having been found sound at numerous Plan Examinations and planning appeals.
- 2.3 The assessments findings were informed by desk-based research, stakeholder interviews and engagement with members of the travelling community living on all known sites, yards and encampments. A total of 123 interviews or proxy interviews were completed with Gypsies and Travellers living on sites in Newark & Sherwood. There were no Travelling Showpeople identified in Newark & Sherwood. A total of 14 external stakeholder interviews were also completed.
- 2.4 Its outcomes supersedes those of previous Traveller and Travelling Showpeople Accommodation Needs Assessments completed in the District. The study provides for a strong evidence base to enable the Council to comply with its requirements towards Gypsies, Travellers and Travelling Showpeople under the Housing Act 1985, Planning

Practice Guidance (PPG), Planning Policy for Traveller Sites (PPTS) 2015, the Housing and Planning Act (2016) and the National Planning Policy Framework (NPPF).

- 2.5 The recommended pitch requirements (covering the period 2013-33) from the assessment are detailed below.
- **118 pitches** to address the needs of households meeting the planning definition of a Traveller (as defined through Annex 1 to the PPTS);
  - **21 pitches** to meet the needs of ‘undetermined’ households (households where an interview was not completed, either due to refusal or due to them not being present during the fieldwork period); and
  - **30 pitches** for households who did not meet the planning definition of a Traveller.
- 2.6 This equates to **169 pitches** overall, the need identified on a site-by-site basis by the GTAA is outlined in Appendix A. Following the *Lisa Smith v The Secretary of State for Housing, Communities and Local Government and others* [2021] EWHC 1650 (Admin) legal case the Government has reverted back to the definition of Gypsies and Travellers in the Planning Policy for Traveller Sites, adopted in 2012. The Council believes that use of the overall requirement (169 pitches) from its GTAA responds to the implications from this change to policy.
- 2.7 Due to the Government’s intention to further review its approach to this area of policy and case law in 2024 the Council has continued to calculate its five-year land supply against two scenarios; 1) a target based around the requirements of households that were established to meet the 2016 planning definition, and 2) one against the overall requirement from the GTAA.
- 2.8 The GTAA provides five year splits for each of those scenarios, allowing for the five-year land supply calculation to be made. Both show a level of need which is heavily balanced towards the first five-year tranche. This is as a result of all current need (from unauthorised pitches, pitches with temporary planning permission, concealed and doubled-up households, 5-year need from teenage children, and net movement from bricks and mortar) being included.

**Table 1: GTAA Requirements Split by Five Year Period**

	Years				
	0-5 (2019-24)	6-10 (2024-29)	11-14 (2029-33)	15 (2033-34)	
<b>Planning Definition Household Pitch Requirement</b>	77	20	18	3	<b>118</b>
<b>Undetermined Households Pitch Requirement</b>	8	6	5	2	<b>21</b>
<b>Non-Planning Definition Households Pitch Requirement</b>	18	6	5	1	<b>30</b>
<b>Overall Pitch Requirement</b>	<b>103</b>	<b>32</b>	<b>28</b>	<b>6</b>	<b>169</b>

2.9 No Travelling Showpeople were identified within the District as part of the assessment. Taking account of historic data, no particular need for transit provision was recorded either. Accordingly, no requirements relating to these forms of provision were identified as necessary.

2.10 As part of producing the GTAA, and in implementing the Duty to Cooperate engagement has taken place with neighbouring Authorities. This has enabled the conclusion to be drawn that there is a lack of firm evidence showing a demand for inward migration of Traveller households into the District. Whilst in strategic planning terms each Authority will plan to meet its own Traveller needs.

### **3.0 Seeking a supply**

#### Minimum Requirements

3.1 Having established the levels of need for Traveller accommodation across the District it was then necessary to identify a supply of sites to assist in the meeting of these requirements. The minimum tests for doing so are identified at paragraph 10, within Policy B of the PPTS (extract below).

*10. Local planning authorities should, in producing their Local Plan:*

*a) identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets*

*b) identify a supply of specific, developable sites, or broad locations for growth, for years 6 to 10 and, where possible, for years 11-15*

- 3.2 The Council has interpreted this as meaning that, as a minimum, it is required (taking account of any valid completions which have occurred) to identify enough suitable and deliverable sites which have a realistic prospect of delivering development within five years. This can include land with an extant planning permission, and/or site allocations. Following the Smith legal decision the Council deems the local target in this instance to be **103 pitches** within the 2019-24 first five-year tranche. Beyond this it would then be necessary for the strategy to at the very least identify broad locations for growth for the **32 pitch** requirement in the 2024-29 second five-year tranche. Cumulatively this would amount to **135 pitches**. The Council has been consistently on record over its desire to exceed the lowest bar set in national policy, but nonetheless this represents the basic test of supply that the Strategy needs to pass.

#### Supply Contribution Determinants

- 3.3 No firm evidence of demand for inward migration into the District was found as part of the GTAA. Therefore, net migration to the sum of zero was assumed for the GTAA – which means that net pitch requirements are driven by locally identified need rather than speculative modelling assumptions.
- 3.4 With inward and outward migration in balance with one another, this means that when a household moves into the District that movement is counterbalanced by the outward migration of another. Therefore, providing proposed pitches are addressing the needs of a Traveller household, consistent with the definition below (reflecting the implications of the Smith decision), then they would contribute supply against the local pitch target.

*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 dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.*

#### Locational Approach

- 3.5 Core Policy 4 in the Amended Core Strategy has determined the locational approach towards site selection. This details that future provision will be provided in line with the Council's Spatial Strategy, with the focus of the Council's efforts to seek to secure additional provision in and around Newark Urban Area. The way the Council has interpreted this is to firstly seek to secure the bulk of provision in and around the Newark Urban Area (which as the Sub-regional Centre sits at the top of the Settlement Hierarchy in Spatial Policy 1 of the ACS), with lesser levels then identified in and

around Ollerton (a Service Centre in the second tier of the Hierarchy). This represents the 'primary area of search', and where insufficient suitable and deliverable land is identified then this would tier down to a 'secondary area of search' in line with the Spatial Strategy (the remaining Service Centres and then the Principal Villages, before considering locations beyond this).

- 3.6 Where sufficient land is able to be identified within the Primary Area of search, and pitch provision loaded towards the Newark Urban Area- then this would match the existing pattern of Gypsy and Traveller settlement within the District – which is focussed around existing communities in the Newark Area and to a lesser extent the Ollerton/Wellow area. This would also represent a Strategy that seeks to meet need as close to the broad location it arises in. There are also practicalities which support this geographic approach, including respecting the distinct cultural differences between Travellers in the Newark area and those in the Ollerton/Wellow areas.
- 3.7 Given the existing pattern of settlement, areas within the Primary Area of Search clearly represent the locations of greatest demand for pitches - not least as it is need from the existing sites which drives the requirements. The importance of provision being made in the right places, is reflected within the aim of the PPTS to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply. Therefore, the Council has attempted to match locational demand to site identification as closely as the supply of suitable and deliverable land has allowed.

#### Site Sources

- 3.8 Formal 'Call for Sites' exercises were undertaken in July 2019 (through the Issues Paper consultation) and July 2021 (as part of the Options Report consultation), which followed earlier similar exercises. Landowners and agents have also been able to submit new sites on an ongoing basis throughout the Plan Review. Sites in the planning process have also been considered and investigated. Given the preferred locational approach of the Council and the fact that the pitch requirements are generated by existing sites, then these have also formed a source of potential land.
- 3.9 The pool of potential sites the Council has available to identify a supply from has been assessed for its suitability, availability and achievability through the Gypsy and Traveller Land Availability Assessment (GTLAA). The methodology applied and detailed assessments for each site are available to view in that document. In building a strategy various site considerations and policy tests (e.g. application of the Sequential Test and the Five-Year Land Supply requirement) have then been applied on top of the GTLAA assessments - this process is outlined in detail in the subsequent sections.

## Supply Summary

3.10 The above process has culminated in a strategy which facilitates an overall supply of between **145-157 pitches**, from the following sources;

- Contributions from existing Traveller sites (78 pitches);
- The allocation of new sites in private ownership (33 pitches); and
- Sites facilitated by Council action (including the purchase and delivery of a new public site (15-27 pitches) and working with private operators to bring some existing sites back into exclusive Traveller use (19 pitches) 34-46 pitches overall).

3.11 Individual sites identified within the submission plan are listed below. Please note that this takes account of the proposed removal of Old Stable Yard, Winthorpe (NUA/GRT/12) via a suggested Main Modification. The context around Old Stable Yard is detailed in Section 5 of this paper.

**Table 2: Individual Sites Identified within the Submission Amended Allocations & Development Management DPD**

Site	Pitch Allocation
<b>Contributions from Existing Sites</b>	
NUA/GRT/1 - Park View, Tolney Lane	13
NUA/GRT/2 – Sandhill Sconce, Tolney Lane	11
NUA/GRT/3 – The Paddocks, Tolney Lane	3
NUA/GRT/4 – Hiram’s Paddock, Tolney Lane	7
NUA/GRT/5- Taylor’s Paddock, Tolney Lane	1
NUA/GRT/6 – Price’s Paddock, Tolney Lane	1
NUA/GRT/7 – Land at Shannon Falls, Tolney Lane	21
OB/GRT/1 – Shannon Caravan Site, Wellow Road	9
OB/GRT/2- The Paddock, Wellow Road	3
OB/GRT/3 – The Stables, Wellow Road	4
OB/GRT/4 – Dunromin, Wellow Road	4
OB/GRT/5 – Greenwood, Wellow Road 1 pitch	1
<b>New Site Allocations in Private Ownership</b>	
NUA/GRT/10 – Land at Chestnut Lodge Barnby Road, Barnby-in-the-Willows	19
NUA/GRT/13 – Land at Appleby Lodge, Barnby Road, Newark	8
OB/GRT/6 – Land East of Newark Road, Ollerton	6
<b>Sites Facilitated by Council Action</b>	
NUA/GRT/11 – Former Belvoir Ironworks, Newark	15 – 27
NUA/GRT/8 – Church View, Tolney Lane, Newark	10
NUA/GRT/9 – Riverside Park, Tolney Lane, Newark	9

3.12 In providing for between 145-157 the strategy would fall short of addressing the full need for 169 pitches over the plan period, although it would exceed the minimum

requirements for 103 pitches to address the first five year requirement, and broad locations to meet the 32 pitches (135 pitches cumulatively) within years 5-10.

- 3.13 The separate Five-Year Land Supply Statement (January 2024) provides the detail in terms of the five-year requirements from Policy B of the PPTS. Please note, that due to the Government’s intention to further review its approach to this area of policy and case law in 2024 the Council has continued to calculate its five-year land supply against two scenarios; 1) a target based around the requirements of households that were established to meet the 2016 planning definition, and 2) one against the overall requirement from the GTAA.

**Table 4: Five-Year Land Supply Calculation**

	<b>Scenario 1</b> (77 Pitch Target)	<b>Scenario 2</b> (103 Pitch Target)
GTAA Five-Year Requirement	77	103
Completed Pitches Servicing Requirement	3	3
Adjusted GTAA Five-Year Requirement	74	100
Annualised Five-Year Requirement	14.8	20
<b>Supply</b>		
Pitches with implementable permission deliverable within period	31	31
Deliverable Land Supply from Site Allocations within period	76	76
Total Supply	107	107
<b>No. Years Supply</b>		
Against Requirement	107/14.8= 7.2	107/20= 5.35
	<b>7.2 years</b>	<b>5.35 years</b>

- 3.14 In order to ensure that the projected supply for the above calculation was realistic and achievable, it was only assumed that the GTAA need from existing sites falling within 2019-24 would be delivered within 5 years. On this basis it is clear that the strategy allows for the identification of a supply of specific deliverable sites sufficient to provide 5 years’ worth of sites against the locally set target under both scenarios, thus satisfying Policy B part a) in the PPTS.
- 3.15 There exists additional flexibility beyond the specific deliverable sites identified within the plan, through the two broad locations identified at Newark (NUA/GRT/BL/1) and Ollerton (OB/GRT/BL/1). Which have been assessed within the GTLAA to have maximum capacities of 21 and 49 pitches respectively, and to be available from the 0-5 year period onwards.



#### **4.0 Site considerations**

- 4.1 This section of the paper outlines how specific site considerations have been taken account of in bringing the strategy within the Publication plan together. Section 5 summarises the chronological development of the strategy.
- 4.2 As stated earlier in the paper a robust and wide-ranging evidence base supports the strategy, and this has been key to addressing site considerations - allowing decisions over site selection to be made, and specific policy wording to address site-level issues to be worked-up.

#### Site Deliverability Assessment

- 4.3 Following completion of the GTAA, ORS were engaged to undertake a 'site deliverability assessment'. The objective of this work was to assess existing sites identified with a pitch need through the GTAA to determine whether the site could physically accommodate pitches, and whether the site owners were in a position to take the site forward themselves. The site appraisals are included in Appendix B to this document. This exercise was not intended to pre-empt the site selection process, but purely to gain an understanding of where need may be able to be met on site should that be the most appropriate approach for the site in question. This yielded a range of useful information which has subsequently informed the GTLAA and site selection process.

#### Gypsy and Traveller Land Availability Assessment (GTLAA)

- 4.4 Through the GTLAA the sites, forming the pool of potential land to allocate from, have been assessed for their suitability, availability and achievability. The approach broadly followed the Strategic Housing and Employment Land Availability Assessment methodology, but with some amendments made to make assessments suitable for GRT purposes (e.g. given the scarce land supply then greater pragmatism over locational suitability for instance).
- 4.5 Assessments of suitability considered various detailed criteria within the broader categories of 'character, land use and location', existing policy constraints, access to services, physical constraints and landscape, biodiversity and built heritage constraints. These assessments of suitability have been crucial to the development of policy content for land identified in the publication plan and ensure that the sites will be suitable in planning and technical terms.
- 4.6 The assessment of availability reduced the pool of potential site allocations, given that where a site is unavailable then it cannot represent an appropriate candidate for allocation. Achievability and the forecasted time-period of delivery have, alongside information from the GTAA, provided for a realistic assessment over how and when supply will be deliverable. Site ownership details have been a critical part to this – with

sites in existing Traveller ownership being considered as more straight forward to deliver. Where a site may require the sale and land to a third party or for the Council to take action then this has been reflected in the conclusions. This approach has allowed for a robust assessment against the requirements of Policy B in the PPTS.

- 4.7 A summary of the suitability results from the GTLAA is below. This shows the period which the site is assumed to become available and completed within, please note that each site only features within one tranche to avoid double counting.

**Table 5: Summary of GTLAA Results**

	0-5yrs	0-10yrs	0-15 yrs	5-10yrs	5-15 yrs	10-15yrs	Total
Total Suitable Pitches	0	0	0	0	0	0	0
Total May be Suitable Pitches	185-214	95	159	38	7	0	<b>484-513</b>
<b>Grand Total</b>	<b>185-214</b>	<b>95</b>	<b>159</b>	<b>38</b>	<b>7</b>	<b>0</b>	<b>467-513</b>

- 4.8 The above however provides a slightly distorted picture. In some cases the assessed yield for a site is theoretical, and based on an application of the 550 sqm pitch standard within Core Policy 5 of the ACS. This has resulted in some site submissions having a large stated capacity which would not satisfy the content around the scale of sites in rural or semi-rural settings in Policy C of the PPTS. These capacities would likely also not be conducive to the promotion of peaceful and integrated co-existence between the site and the existing local community- or indeed between GRT groups accommodated within the site.

- 4.9 Whilst providing much of the information relevant, the GTLAA has not determined the site allocation decisions proposed through the publication plan alone. The fact that no site was concluded to be any more suitable than 'may be suitable' partly underlines why. May be suitable sites have caveats to their suitability, which may require a comparison of relative preference against other options (e.g. the Sequential Test for flood risk) or require additional evidence to support a positive conclusion. This is also a reflection that, unfortunately, much of the land submitted for consideration has been marginal in nature - invariably possessing characteristics which have ruled out what the owner may have perceived as more attractive end uses (flood risk, land contamination and less than ideal neighbouring uses being frequent issues).

#### Flood Risk

- 4.10 The flood risk evidence base for the publication plan includes the original Strategic Flood Risk Assessment (Level 1 and Level 2 part 1 and 2), though it is the SFRA Update (2016) and the refreshes of the SFRA Level 1 and 2 undertaken in 2022 and 2023 which have been critical to the GRT strategy. This updated evidence base has allowed for the extent of flood risk (including the effects of climate change) to be understood and

taken account of as part of the site selection process, and supported application of the Sequential and Exception policy tests.

- 4.11 In this respect the Sequential Test has been central to narrowing the pool of may be suitable, available and achievable sites down to those included within the second publication plan. The methodological approach for the Test followed national policy and guidance in place at the time of its production. This process is fully detailed in the Sequential Test statement (January 2024).
- 4.12 As detailed earlier in the paper the locational direction provided by Core Policy 4 has resulted in primary and secondary areas of search for the purposes of site allocation. This places an emphasis on provision occurring in and around the Newark Urban Area, and this policy direction has consequently been reflected in the area of search for the Test. There is also a secondary implication, which concerns the number of existing sites within the GTLAA and located at Tolney Lane, Newark. Indeed most of the sites which could be described as in or around the Newark Urban Area can be found at Tolney Lane.
- 4.13 Tolney Lane is known to be at flood risk and accommodates a significant number of existing pitches (317 were recorded in the GTAA baseline). Flood risk across the area is split between Flood Zone 3b, 3a and 2, with a number of sites and the single point of access/egress sitting within the functional floodplain. This access point is also modelled to flood early during an event of sufficient magnitude, and leads to emergency planning concerns. Through the 2016 update to the SFRA, which the Environment Agency and other flood risk management bodies were included as stakeholders for, it was however agreed that the re-location of existing development at Tolney Lane was not a viable option.
- 4.14 The reality that Tolney Lane represents an existing focal point for Traveller accommodation within the District, and the dominance of sites from this area within the GTLAA has had implications for the approach taken through the Sequential Test. Reflecting a desire to identify land for new pitches away from Tolney Lane, the application of the Test was split into two separate stages. The first stage considered whether the pitch requirements can be met in a sequentially appropriate way without use of Tolney Lane. Where this was not be possible then existing sites at Tolney Lane were considered sequentially, as part of a second stage. In addition, and as outlined later in this section, work has been undertaken on a 'Tolney Lane Flood Alleviation Scheme'. Where the modelling results to date show positive site-level effects from a reduction in flood risk perspective then this has been taken account of.
- 4.15 Beyond the locational direction provided through the adopted Development Plan, and the realities around Tolney Lane, the methodology for the Sequential Test has had regard for reasonable locational requirements – with information from the GTLAA helping to make judgements. These included access to services and facilities (including education, health, welfare and employment provision) and the preference for a good level of access to the major road network to support travelling patterns. Where

planning and technical constraints were identified then these were also taken account of in how the Test was applied.

4.17 The results of part 1 of the Test are provided in the table below.

**Table 6: Sequential Test (Stage 1) Summary of Results**

	Newark Urban Area	Rest of District	Pitches
<b>Overall Pitch Requirement (2013-33)</b>	N/A	N/A	169
<b>Minimum PPTS Requirement</b>	N/A	N/A	135
<b>Flood Zone 1 Pitch Yield</b>	42-54	76*	118-130
<b>Flood Zone 2 Pitch Yield</b>	0	0	0
<b>Flood Zone 3 Pitch Yield</b>	0	0	0
	<b>42-54</b>	<b>76</b>	<b>118-130</b>

\*49 pitches identified from an extension to the Shannon Caravan Park

4.18 Purely based on site capacities there is insufficient land in Flood Zone 1 to meet the overall pitch requirement, or the minimum derived from the PPTS. Indeed, it is notable that the pitch availability in the rest of the District (76 pitches) is inflated by the extension to the Shannon Caravan Park, which discussions with the owners have confirmed to not be available to meet need arising in the Newark area, to which it would likely be unsuited to even were this not to be the case given the cultural differences between the respective communities. Inclusion of the Shannon Extension at its full capacity would also fail to support an emphasis on provision being made in the Newark Urban Area, which on the distribution in the table above would mean the Ollerton area accommodating 58-64% of the overall provision. Reflecting this the site has been included within the strategy as a broad location, rather than a site allocation, with the potential to meet help address need as part of future rounds of plan-making. The impact of discounting the 49 pitches at the Shannon extension is shown in the table below.

**Table 7: Sequential Test (Stage 1) Summary of Results (- Shannon Caravan Park Extension)**

	Newark Urban Area	Rest of District	Pitches
<b>Overall Pitch Requirement (2013-33)</b>	N/A	N/A	169
<b>Minimum PPTS Requirement</b>	N/A	N/A	135
<b>Flood Zone 1 Pitch Yield</b>	42-54	27	69-81
<b>Flood Zone 2 Pitch Yield</b>	0	0	0
<b>Flood Zone 3 Pitch Yield</b>	0	0	0
	<b>42-54</b>	<b>27</b>	<b>69-81</b>

4.19 It was clear from Stage 1 of the Test that it is not possible to satisfy either the overall requirement (or indeed the lower PPTS minimum target) on sequentially preferable land away from Tolney Lane, and so Stage 2 of the Test was necessary.

**Table 8: Sequential Test (Stage 2) Summary of Results**

	Pitches
<b>Overall Pitch Requirement (2013-33)</b>	169
<b>Minimum PPTS Requirement</b>	135
<b>Stage 1</b>	
<b>Flood Zone 1 Pitch Yield</b>	118-130
<b>Flood Zone 2 Pitch Yield</b>	0
<b>Flood Zone 3 Pitch Yield</b>	0
<b>Total Pitch Yield</b>	118-130
<b>Total Pitch Yield – Shannon Extension</b>	69-81
<b>Stage 2</b>	
<b>Tolney Lane Flood Zone 1 Yield</b>	0
<b>Tolney Lane Flood Zone 2 Yield</b>	14
<b>Tolney Lane Flood Zone 3 Yield</b>	62
<b>Total Pitch Yield</b>	76
<b>Overall Yields</b>	
<b>Stage 1 + Stage 2 Overall Pitch Yield</b>	<b>194-206</b>
<b>Stage 1 + Stage 2 Yield – Shannon Extension</b>	<b>145-157</b>

- 4.20 Through the addition of sites at Tolney Lane to those sites identified through Stage 1 it is possible that the District-wide pitch requirement (169 pitches) could be met. Exceeding that target by 25-37 would appear to give the impression of greater flexibility than exists. However, the Shannon Site Extension (19\_0011) with a theoretical capacity of 49 pitches, in Flood Zone 1, is not available to meet need generated in and around the Newark Urban Area, and such an approach would also be inconsistent with the locational requirements which the application of the Test has sought to take account of. Discounting it from the supply leaves the strategy able to support between 145-157 pitches across Flood Zones 1, 2 and 3- falling short of the overall requirement, but exceeding the minimum requirement required through the PPTS (135 pitches).
- 4.21 Delivery of the Tolney Lane Flood Alleviation Scheme remains a key part of the overall strategy, and is necessary to reduce the flood risk to a number of reasonably available alternative options within the Sequential Test, currently located within Flood Zone 3b. The practical effect of delivery of the scheme would be that the proposed strategy within the second Amended Allocation & Development Management DPD does not allocate additional pitches within the functional floodplain, where there is no ability for this risk to be reduced via delivery of the FAS.
- 4.22 Caravans are a highly vulnerable use in flood risk terms, and following national Planning Practice Guidance not compatible with Flood Zone 3a and b. Theoretically it appears possible to service the need within the first five year tranche of the GTAA (103 pitches) from appropriate sites in Flood Zones 1 and 2 (total pitch yield of 118-130), but once the Shannon Site Extension is discounted, for the reasons outlined earlier, then this is no longer the case (total pitch yield of 69-81 under that scenario). This would also require all of those sites to be deliverable within a five-year time horizon,

which as detailed through the most recent GTLAA and updated Five-Year Land Supply statement would not be the case in reality. This necessitates the;

- Identification of land with marginal areas within Flood Zone 3a and/or 3b— but that where additional pitches could be realistically restricted to areas at lesser risk; and the
- Identification of land at Tolney Lane with larger areas within Flood Zone 3a and/or 3b, but which would have its level of flood risk reduced through the Tolney Lane Flood Alleviation Scheme.

4.23 Accordingly, a strategy based around the allocation of land identified within the Submission Amended Allocations & Development Management DPD is considered to pass the Sequential Test.

4.24 In order to ensure that there is the prospect that sites can likely be made safe in flood risk terms and not increase risk elsewhere the Exceptions Test has also been applied through the updates to the SFRA. The conclusions and recommendations do not indicate that proposed site allocations would be likely to be unable to pass this threshold.

#### Tolney Lane

4.25 The Tolney Lane area in Newark is an existing focus of GRT sites within the District, with the GTAA recording 317 pitches across 18 sites. The area has a deep and well-established tradition of GRT settlement, with the oldest sites pre-dating introduction of the planning system. Traveller settlement in the area arose because of Newark's location at a crossroads on the historic travelling routes east-to-west and north-to-south. Unsurprisingly given the concentration of sites, the GTAA underlines that it is need generated in this location which largely drives the pitch requirements.

4.26 Given its location close to the River Trent the area is at flood risk, and as the area has grown over time then this risk has increased. With the addition of the effects from climate change the area is now considered to be at significant flood risk, with risk in the area split across Flood Zones 2, 3a and 3b. The longer established sites tend to be located within the area covered by Flood Zone 2, with the newer sites and those currently subject to temporary planning consent, or which are unauthorised, on the periphery being those affected by the functional floodplain (Zone 3b). However, the area has a single point of access/egress from the Tolney Lane / Great North Road junction, which sits within the functional floodplain and is modelled to flood at an early point of a flood event of sufficient magnitude.

4.27 This situation is something which the Council is extremely mindful of, regardless of whether the location is capable of accommodating additional pitches, and so has been investigating flood alleviation options. This started with the Tolney Lane Flood

Alleviation Options Appraisal in 2019, which appraised three options in detail after having discounted additional ones. These were;

- 1) Raising a section of Tolney Lane and defending some plots;
- 2) Creation of emergency second point of exit on the A46, and defence of some plots; and
- 3) Full defence of the area

- 4.28 Ultimately options 2 and 3 were discounted. Option 2 due to the further refinement and work being necessary to show that the design would deliver site-level flood risk benefits to the same extent as option 1, but more fundamentally the practicalities around delivering the exit route and that its introduction would result in traffic (including caravans etc) leaving the area directly onto the strategic road network. The subsequent road investment scheme to upgrade this section of the A46 to a dual carriageway has further reinforced those concerns around suitability and safety. The infeasibility of providing a second point of access/egress to the area is now accepted by the Highways Authority. Option 3, whilst shown to be technically possible, was ruled out due to the increase in flood risk to other parts of Newark which would arise.
- 4.29 Option 1 was shown to be technically feasible through the work, both in terms of delivering an access/egress with the same level of flood resiliency as the surrounding highway network, and also in achieving significant flood risk reductions to a number of existing Traveller sites through site-level interventions.
- 4.30 Accordingly Option 1 has been taken forward with further work, through the 2022 commission, to refine and build up the detail for the scheme being undertaken. The conclusions from this work provided the District Council with a high level of confidence that the scheme remains technically feasible, achieves the necessary level of flood resilient access/egress, delivers substantial site-level flood risk reductions and doesn't increase flood risk elsewhere. Deliverability of the scheme was considered through the design of arrangements, which demonstrate how the area to continue to function whilst the road improvements are implemented.
- 4.31 Notwithstanding the above the Environment Agency's representations to the first Publication Amended Allocations & Development Management DPD have necessitated further work around the FAS. Most critically the representations outlined that the design of the scheme and its flood risk model had not yet been technically assessed by the Agency, and that it's possible that this could result in the outputs of the model changing – not showing the same level of benefit. Further cooperation between the two bodies has taken place following the second Publication Amended Allocations & Development Management DPD, resulting in a Statement of Common Ground.
- 4.32 This has resulted in the Agency welcoming the proposed FAS in principle – recognising that the addition of flood defences to protect the existing community would result in significant betterment. In addition, the benefits of a taking a plan-led approach to

development in the Tolney Lane area are also supported by the Agency. The Council considers it has prepared a proportionate evidence base capable of supporting the plan-making process, with further detailed work to be undertaken subsequently as the scheme moves through its approval processes. The Agency will continue to work with N&SDC to advise on flood risk, national flood risk guidance and the assessment of further scheme designs and modelling.

- 4.33 Areas of outstanding disagreement between the two bodies include whether proposed pitch allocations could be delivered in advance of the FAS, and arrangements to address climate change through the Exceptions Test.
- 4.34 Given the relative lack in supply of suitable, available and achievable land away from Tolney Lane it has been necessary for the Strategy to identify a number of existing sites where additional pitches will be supported. Those sites which have been identified fall into two categories - the first are those which for all intents and purposes sit outside of the functional floodplain, and benefit from a general increase to flood resiliency from the road improvements. The second category are those which whilst currently affected by the functional floodplain will see direct reductions to flood risk from delivery of the FAS. As outlined previously the Council considers that the strategy as a whole, incorporating this approach towards Tolney Lane, passes the Sequential and Exception Tests.
- 4.33 The Strategy does not include the sites at Green Park (covered by a temporary consent) and Maryland Paddocks (unauthorised encampment), both of which have a need identified through the GTAA. The way in which their needs would be addressed is either via the provision made through the plan or through the occupants finding land themselves which is able to satisfy the criteria within Core Policy 5 of the ACS.
- 4.34 Whilst the strategy identifies 76 pitches at Tolney Lane this does not entirely constitute additional provision on top of the current level of pitches, or an increase to the level of occupancy. Some of the pitches will go to address the needs of households already insitu, given the presence of concealed households and those on doubled-up pitches. Secondly the strategy seeks to achieve the bringing back of two sites currently occupied by non-Travellers at a level of density far in excess than that which would be otherwise seen. The strategy also facilitates more suitable alternative provision for occupants at Green Park and Maryland Paddocks, ensuring that the pitches currently at these locations do not become permanent. Implementation of this approach would result in a net -13 pitch position for the Tolney Lane area, as outlined below.



**Table 9: Tolney Lane Net Additional Pitches**

Site	Pitches Allocated	Pitches Removed	Net Additional Pitches	Notes
Park View	13	0	13	Site currently has temporary consent for 15 caravans until 31st Jan 2025. Proposed approach would ensure sufficient pitches to meet need over plan period.
Church View	10	35	-25	35 pitches/plots, occupied by non-Travellers. Proposals would result in their removal
Land at Shannon Falls	21	0	21	Site covered by two temporary consents for 21 pitches
Castle View	0	0	0	
Riverside Park	9	27	-18	27 pitches/plots occupied by non-Travellers. Proposals would result in their removal
The Paddocks	3	0	3	
New Paddocks and Ark Bungalow	0	0	0	
Sandhill Sconce	11	0	11	
Hirram's Paddock	7	0	7	
Taylor's Paddock	1	0	1	
Price's Paddock	1	0	1	
Green Park	0	10	-10	Site currently has temporary consent for 20 caravans. 10 pitches recorded in GTAA. Proposals would result in their removal
Maryland Paddocks	0	17	-17	Site host to 17 unauthorised pitches which would be removed through proposals.
Ropewalk Farm	0	0	0	
The Burrows	0	0	0	
Bowers Caravan Site	0	0	0	
Land opposite Ropewalk Farm	0	0	0	

Hose Farm	0	0	0
	<b>76</b>	<b>89</b>	<b>-13</b>

- 4.35 Even were one to discount the removal of pitches benefiting from temporary consent at Green Park, and those unauthorised at Maryland Paddocks - on the basis that they do not represent consented sites – then the Strategy still only facilitates a net additional 14 pitches. This level of growth is minimal, and forms part of a comprehensive wider Strategy with significant positive attributes.
- 4.36 As shown earlier in this paper there will need to be a level of pitch provision which occurs at Tolney Lane in advance of the full delivery of the road improvements, to ensure that a five-year supply can be maintained. The supply for this period from Tolney Lane equates to 48 pitches.
- 4.37 Representations on the first Publication Amended Allocations & Development Management DPD from Heine Planning, questioned the ability of proposed site allocations at Tolney Lane to accommodate the numbers of pitches identified. The following table sets out as assessment of pitch density arising from the proposals – taking account of the pitch standards within Core Policy 5 of the Amended Core Strategy (350 sqm per pitch where there are communal facilities within the overall site, and 550 sqm per pitch where plots are self-contained), and taking account of site-specific circumstances. On this basis it is considered that additional pitches proposed on existing sites at Tolney Lane provide for a suitable density of occupation.

**Table 10 Tolney Lane Site Allocation Pitch Density**

Site	Site Area (sqm)	Capacity & 550 sqm per pitch	Total Pitches post-Allocation	Avg Existing Pitch Size	Avg Pitch Size post-Allocation	Comments
Park View	5649	10	13	377	455	Site would be occupied at a density level below current temporary consent. Site appears to have communal facilities. Suitable
Sandhill Sconce	13100	24	35	570	374	Increase to pitch density, but appears to be sufficient room within existing plots to achieve. Existing plots would allow for shared facilities. Suitable
The Paddocks	3200	6	6	1067	533	Increase to pitch density, but appears

						to be sufficient room within existing plots to achieve. Existing plots would allow for shared facilities. Suitable
Hiram's Paddock	26800	49	19	2233	1411	Increase to pitch density, but still able to provide for generous pitch standards
Taylor's Paddock	300	0.55	3	150	100	Small family site. Increase to pitch density, but appears to be sufficient room within existing plots to achieve. Built facilities already insitu. Suitable
Price's Paddock	1900	3.45	4	633	475	Increase to pitch density, but appears to be sufficient room within existing plots to achieve. Existing plots would allow for shared facilities. Suitable
Church View	7300	13	13	N/A	730	Decrease to density
Riverside Park	5700	10	10	N/A	570	Decrease to density
Land at Shannon Falls	9371	17	21	446	446	No increase to density – would be occupied at same level as existing temporary consents. Site appears to have communal facilities. Suitable

4.39 The Highways Authority have raised comments as part of the GTLAA process around assessment of the highways capacity of the Tolney Lane / Great North Road junction- to ensure it can accommodate the cumulative impact of the proposals arising from the Strategy. This was reflected within the representations from the body to the first publication Amended Allocations & Development Management DPD. Additional highways capacity work has been undertaken, with the Highways Authority being engaged as part of this. The District Council believes the work to demonstrate that the junction capacity can accommodate the proposals within the GRT strategy.

- 4.40 The final piece of the Strategy towards Tolney Lane seeks to introduce a Policy Area, the purpose of which is to bring the location inside the Urban Boundary and to set out a framework for its future management from a day-to-day planning perspective. In addition, through ensuring sufficient provision is made available to meet locally identified Traveller needs and bringing Tolney Lane inside the Urban Boundary, then a definitive line is set beyond which additional pitches will not be supported in this location. Thus halting the incremental outward expansion of the area which has been witnessed in recent years – and providing the robust policy steer towards Traveller needs being met in more suitable locations.
- 4.41 The Council is of the opinion that whilst the approach it has taken towards Tolney Lane has necessarily entailed a level of pragmatism, given the lack of suitable and available land elsewhere, that an appropriate balance has nonetheless been struck and that taken as a whole the strategy will deliver significant betterment over the current position.

#### Meeting the Needs of Undetermined and non-Planning Definition Households

- 4.42 The implications arising from the Smith legal case are such that the proposed local pitch target now makes no distinction between Travellers of different backgrounds. The meeting of the needs of undetermined and non-Planning Definition Households is factored into the approach towards site allocation.

#### Integrated Impact Assessment

- 4.43 The suite of GRT policies and site allocations have been subject to Integrated Impact Assessment as part of their preparation, with the process being iterative and assessment taking place at each stage. Clearly the suite of GRT policies have been assessed to have strong and significant beneficial impacts in relation to the housing and equality objectives. Though in respect of the site allocations, with some sitting outside settlement boundaries and/or being located within Flood Zones 2 or 3 then adverse impacts have also been identified. But in all instances these have been judged to be minor in nature, with the new policies themselves ensuring that the potential adverse impacts can be avoided or minimised. Full details of each appraisal can be seen in the Integrated Impact Assessment.

## **5.0 Development of the strategy**

- 5.1 The Options Report (July 2021) represented the first GRT strategy publicly consulted upon by the Council following publication of the ORS GTAA. This was followed by the first Publication Amended Allocations & Development Management DPD, which was published for representation in November 2022 and through which the majority of the proposed strategy was composed.

- 5.2 There were a number of sites previously proposed for allocation, which were not carried through into the second publication Plan. That included;
- Bowers Caravan Site, Tolney Lane (previous site allocation reference NUA/GRT/2);
  - Hose Farm, Tolney Lane (previous site allocation reference NUA/GRT/3); and
  - Land opposite Ropewalk Farm, Tolney Lane (previous site allocation reference NUA/GRT/4)
- 5.3 Pitch delivery work showed these sites to be host to a number of pitches below that allowed for through their existing planning consents. This under occupation would be capable of addressing the needs identified through the GTAA. Consequently, there was no need to continue their identification as site allocations.
- 5.4 In addition there are two new sites included as proposed site allocations within the strategy;
- Land at Shannon Falls, Tolney Lane (21 pitches); and
  - Land East of Newark Road, Ollerton (6 pitches)
- 5.5 With regards to Land at Shannon Falls, at the time of the GTAA the land had a temporary planning consent, but one which was yet to be implemented. This has now occurred and has been supplemented by a further implemented temporary permission which cumulatively allow for 21 pitches. The site allocation would benefit from a reduction in flood risk through the Tolney Lane Flood Alleviation Scheme and so it was considered appropriate to integrate the site into the strategy.
- 5.6 Land East of Newark Road was previously assessed as not suitable through the GTAA, on account of highways constraints. The landowner has carried out further work and satisfied the concerns of the Highways Authority. Given that under the previous strategy there was a potential shortfall of land for around 6 pitches to address needs arising from existing sites in the Ollerton area, it was concluded that the land was now appropriate for allocation. The broad location covering land adjacent to the Shannon Caravan site is proposed to be retained as a 'broad location' which could assist in future rounds of plan-making. The responses to both publication stages, and those which preceded them are outlined within the Statement of Consultation.
- 5.7 Old Stable Yard, Winthorpe (NUA/GRT/12) was included within the Second Publication Amended Allocations & Development Management DPD as a proposed site allocation. Issues concerning impact on the Open Break designation and flood risk, which had contributed to two planning appeals being dismissed were now felt capable of being overcome. This left the issue of noise from the surrounding highway network (predominantly the A1) and the adjacent kennels as the sole outstanding matter. In this respect both appeal Inspectors had concluded that the impact on residential amenity from noise made the site unacceptable.

- 5.8 Accordingly, the Council commissioned a further noise assessment to review the occupants earlier work, undertake additional onsite monitoring, assess the potential impact from the scheme to dual the A46 and consider the scope for mitigation. Inclusion of the site within the second Publication plan was made subject to the positive outcome from this further work. Full detail on the conclusions reached are provided within the Old Stable Yard Noise Assessment (December 2023) and its addendum.
- 5.9 In overview, the work identified that without mitigation to the A1, internal noise levels within a touring caravan on-site are likely to be 6-9 dB above the 'reasonable' target level, with external noise levels of 9dB above the 'reasonable' target level for gardens. It would not be feasible to enforce a higher sound reduction on the caravans themselves, and so the only mechanism available to reduce noise levels within the caravans would be to reduce the noise at source, by providing barrier screening to the A1. The modelling carried out indicated that with a 4-metre-high barrier in place, it would likely be possible to meet the 'reasonable' standard in touring caravans with windows closed, whilst also meeting a reasonable standard of garden amenity. This barrier would need to extend alongside the A1 for a distance of 500m.
- 5.10 Whilst a potentially technically suitable mitigation measure has been identified, it's introduction would result in a greater impact on the openness of the Open Break designation than the site on its own. The Winthorpe Open Break review had concluded that it was possible for the site itself to have a localised impact on the designation. However, this would clearly be increased through introduction of an acoustic barrier of this height and extent – and take that impact beyond 'localised'. The additional impact is considered by the Council as likely to undermine the designation. This represents a significant policy constraint on the suitability of the site for allocation, and one which would justify its discounting.
- 5.11 Beyond its impact, the acoustic barrier would require third-party land and funding to deliver – for which no agreement has been reached or sources identified. The necessary mitigation measure is therefore not considered achievable. Given its necessity to make the site suitable from a residential amenity perspective then it is no longer proposed that the site be carried forward as a site allocation, with its deletion suggested as a main modification to the Submission Amended Allocations & Development Management DPD. The site occupants were given the further opportunity to make representations prior to Submission, and have raised an objection to the proposed removal of the site.

## **6.0 Implementing the strategy**

- 6.1 In terms of site delivery the strategy is split between three strands, with the first two concerning sites within private ownership being brought forward – be they existing sites or new site allocations. Given these sites are within existing Traveller ownership it is not expected that the Council will need to become directly involved in their

delivery – though in the case of Tolney Lane it clearly has a fundamental role in taking the Flood Alleviation Scheme forwards. The Council will closely monitor delivery – both in overall terms against the five-year supply test, and should delivery slow then it will look to take action to investigate and assist with resolving barriers (where appropriate), or seek to cooperate with site owners to accelerate delivery of sites included as broad locations.

- 6.2 Where the Council anticipates having a more direct role is through sites that would be facilitated by Council action. This includes the purchase and delivery of a new public site at the former Belvoir Ironworks. The Council is in detailed discussions over purchase with the landowners and has undertaken detailed site investigations. Having sought professional input from an individual with considerable experience in designing, delivering and running public Traveller sites in the East Midlands. As part of this work site layouts able to accommodate between 15 and 27 pitches have been produced. The work around delivery of the site is ongoing and underlines the firm commitment on the part of the Council to delivering a public site as part of this strategy. Given the flexibility in pitch numbers there is the potential for the Council to seek to increase pitch yields from the lower range of 15 to compensate for any slow delivery which occurs elsewhere.
- 6.3 The final area that the Council has direct involvement with implementation is through the design, approval and implementation of the Tolney Lane Flood Alleviation Scheme. Again this is an area where the Council has demonstrated commitment to delivery through the technical work undertaken to date, and the discussions and engagement with relevant stakeholders. The scheme will be taken forwards through its more detailed stages of design, the seeking of approval and implementation as efficiently as possible. The Council will pursue external sources of funding to support delivery of the Tolney Lane improvements, but where this proves to be unavailable, or falls short of addressing the full cost, then the scheme will be supported through use of revenue collected via the Community Infrastructure Levy.
- 6.4 Maintaining an up-to-date understanding of GRT accommodation needs within the District is recognised as important by the Council. Accordingly, it has included policy content within the strategy, which requires the review of current pitch requirements and a new assessment of need to be carried out within 5 years of the publication of the current Gypsy and Traveller Accommodation Assessment.

## **Appendix A**

### **Gypsy and Traveller Accommodation Assessment (February 2020) Need Breakdown**

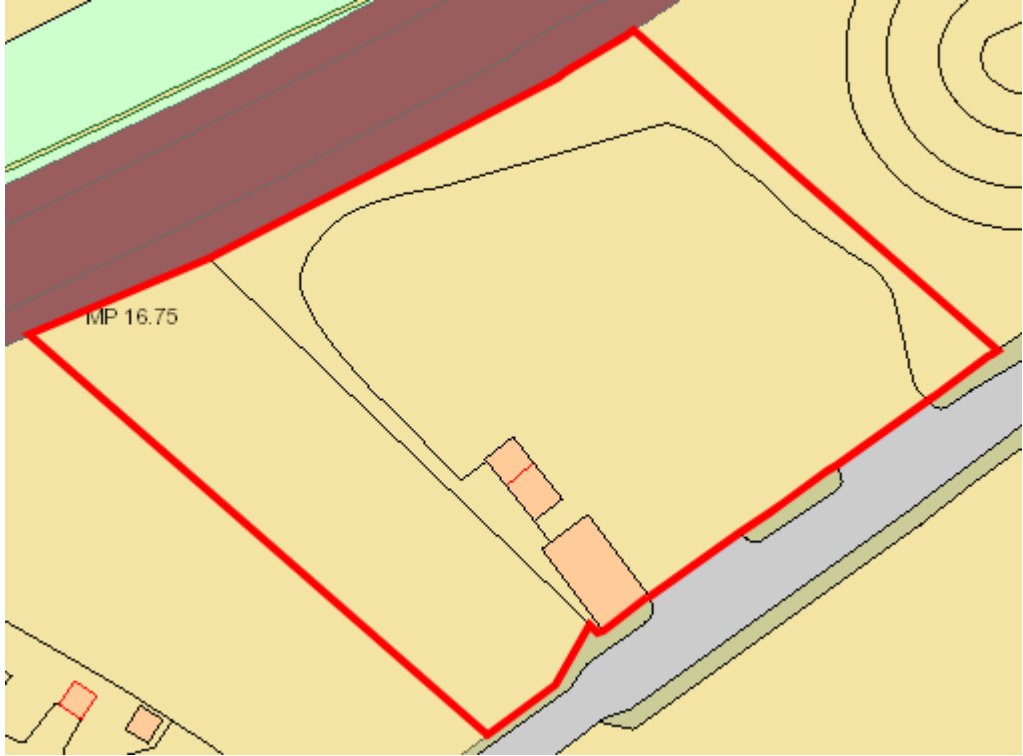




## **Appendix B**

### **Gypsy & Traveller Site Deliverability Assessment (November 2021)**

## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

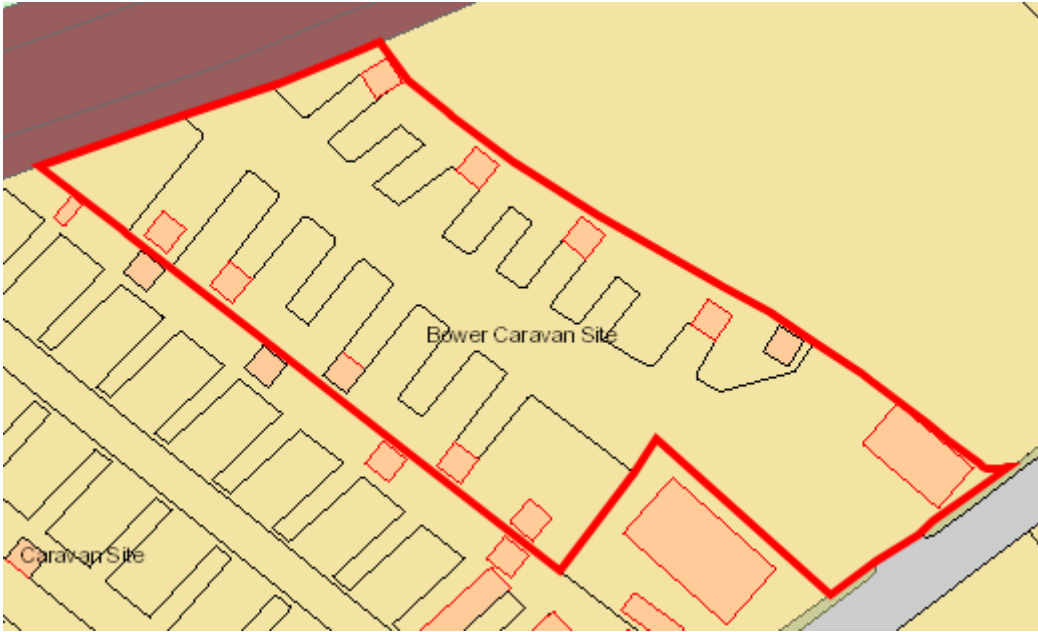
SITE BACKGROUND	
<b>Site reference</b>	GT1
<b>Site name and address</b>	Park View (The Abattoir/ The Bungalow), Tolney Lane, Newark
<b>Site plan:</b>	
<b>Site planning status</b>	Temporary consent (expires 30 <sup>th</sup> November 2021)
<b>Planning history</b>	<p>11/01509/FUL - Change of use of former abattoir site and paddock to form site for touring caravans – refused, appeal dismissed.</p> <p>13/01167/FUL - Change of use of former abattoir site and paddock to gypsy and traveller caravan site- refused, appeal dismissed.</p> <p>14/01106/FUL - CoU former abattoir site and paddock to gypsy and traveller caravan site – temporary personal consent – Expired 30 September 2018.</p> <p>15/00354/FUL - Variation of Conditions 6(i) and Condition 5(i) of Planning Permission 14/01106/FUL - Change of use of former abattoir site and paddock to gypsy and traveller caravan site – temporary personal consent – Expired 30 September 2018.</p> <p>16/1879/FUL - Application to remove conditions 1 and 5 of planning consent 15/00354/FUL to make the personal and temporary permission permanent and general – Refused.</p>

	<p>17/00949/FUL - Application to remove conditions 1 and 5 of planning consent 15/00354/FUL to make the personal and temporary permission permanent and general (Re-submission of 16/1879/FUL) - Refused</p> <p>18/00887/FUL - Variation of condition 1 and removal of condition 5 attached to 15/00354/FUL for change of use of former abattoir site and paddock to gypsy and traveller caravan site on a permanent basis – pending decision...</p> <p>18/01430/FUL - CoU former abattoir site and paddock to gypsy and traveller caravan site – temporary personal consent for no more than 15 caravans – expires 30 November 2021</p>
<b>GTAA 2018 pitch number</b>	15 – 8 occupied permanently and 7 transit pitches
<b>GTAA 2018 planning definition status</b>	7 x meet planning definition 1 x does not meet planning definition
<b>Additional current and future needs</b>	Meet planning definition – 1 x current need and 7 x temporary pitches. Do not meet planning definition – 2 x 5-year need, 1 x temporary pitch, 2 x new household formation
<b>Total pitch need 2016-2021</b>	Meet planning definition – 8 pitches. Do not meet planning definition – 3 pitches
<b>Total pitch need 2021-2031</b>	Do not meet planning definition – 2 x new household formation
<b>Site area</b>	
<b>Site ownership</b>	Private
<b>DEVELOPMENT CONSTRAINTS</b>	
<b>Green Belt</b>	No
<b>SSSI</b>	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
<b>Heritage Area</b>	None
<b>Flood zone</b>	Site is within Functional Floodplain (Zone 3b). In addition, Tolney Lane as single point of access/egress onto Great North Road which is also within the functional floodplain.
<b>Contaminated land</b>	Unknown, but unlikely as has been previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but likely. Sites previously deemed acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Unknown, but likely. Site previously deemed acceptable for gypsy and traveller use.

<b>Provision for surface water and storm water drainage</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	Conservation Area - but given planning history has been previously determined acceptable for gypsy and traveller use.
<b>Impact of site on amenity of local residents</b>	None other than that of neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	<p>Design and layout should not impede delivery of and be able to be integrated with provision of flood resilient access / egress to Great North Road. Scheme will likely entail raising of existing road, provision of raised accesses and flood gates to sites, as well as provision of flood relief culvert(s) where necessary. This may have implications for part of site fronting onto Tolney Lane and the sites eastern boundary parallel to the car park.</p> <p>Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important.</p>
<b>Could the site meet current and future need?</b>	Yes for 11 pitches – through the regularisation of temporary planning permissions and layout changes to set out pitches and transit areas.
<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	n/a
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to</b>	Yes.

meet planning conditions?	
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## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

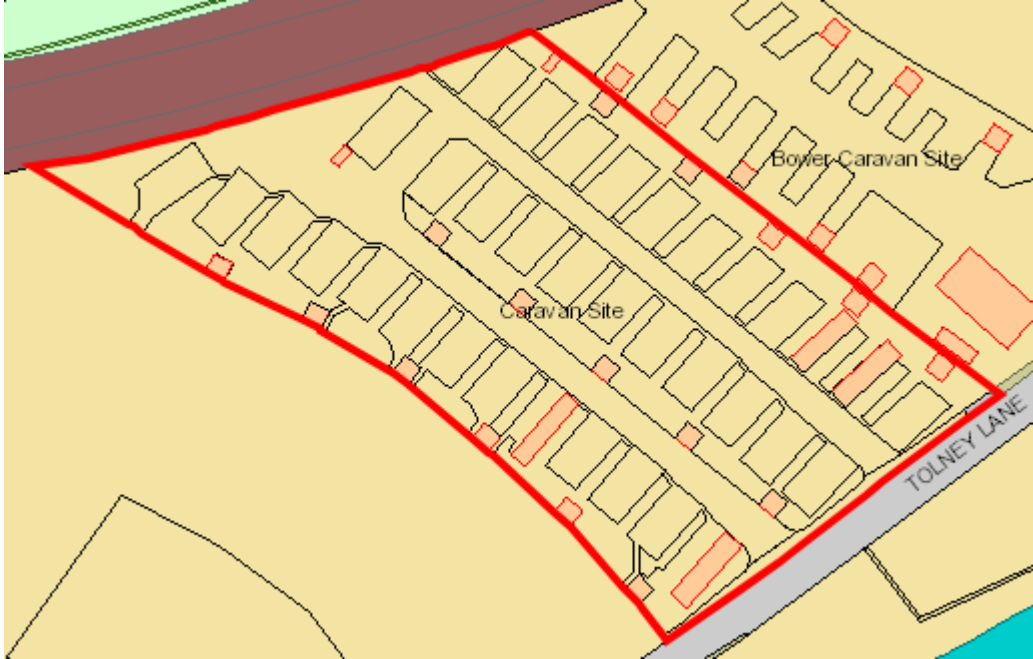
SITE BACKGROUND	
<b>Site reference</b>	GT2
<b>Site name and address</b>	Bowers Caravan Site, Tolney Lane, Newark
<b>Site plan:</b>	 <p>The site plan shows a rectangular area outlined in red, containing 16 individual pitches. Some pitches are shaded in light orange, indicating they are permanently occupied. The site is located on Tolney Lane in Newark. A label 'Bower Caravan Site' is visible on the map.</p>
<b>Site planning status</b>	Permanent planning permission
<b>Planning history</b>	<p>Original consent likely pre-dates establishment of the District Council in 1974. Possible it could date back as far as the 1960's.</p> <p>0176149 – Use as caravan site for 3 caravans – permitted (13<sup>th</sup> April 1976)</p> <p>0177242 - Use as caravan site for 3 caravans – permitted (14<sup>th</sup> September 1976)</p>
<b>GTAA 2018 pitch number</b>	20 – Set out as 16 pitches, 13 permanently occupied, 3 transit pitches.
<b>GTAA 2018 planning definition status</b>	<p>Meet planning definition – no pitches.</p> <p>Do not meet planning definition – no pitches.</p> <p>Undetermined – 13 pitches.</p>
<b>Additional current and future needs</b>	Undetermined – 3 x new household formation
<b>Total pitch need 2016-2021</b>	None
<b>Total pitch need 2021-2031</b>	3
<b>Site area</b>	
<b>Site ownership</b>	Private
DEVELOPMENT CONSTRAINTS	
<b>Green Belt</b>	No

<b>SSSI</b>	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
<b>Heritage Area</b>	Adjacent Newark Conservation Area
<b>Flood zone</b>	Site is within Functional Floodplain (Zone 3b). In addition, Tolney Lane as single point of access/egress onto Great North Road which is also within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but likely. Site previously deemed acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Yes
<b>Provision for surface water and storm water drainage</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	Adjacent to Newark Conservation Area.
<b>Impact of site on amenity of local residents</b>	None other than that of neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Design and layout should not impede delivery of/ be able to be integrated with provision of flood resilient access/egress to Great North Road. Scheme will likely entail raising of existing road, provision of raised accesses and flood gates to sites, as well as provision of flood relief culvert(s) where necessary. This may have implications for part of site fronting onto Tolney Lane and the sites eastern boundary parallel to the car park.



	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important
<b>Could the site meet current and future need?</b>	Yes – highly likely that 3 pitches for future need can be met on the site through natural turnover.
<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	n/a
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	Yes – highly likely that 3 pitches for future need can be met on the site through natural turnover.

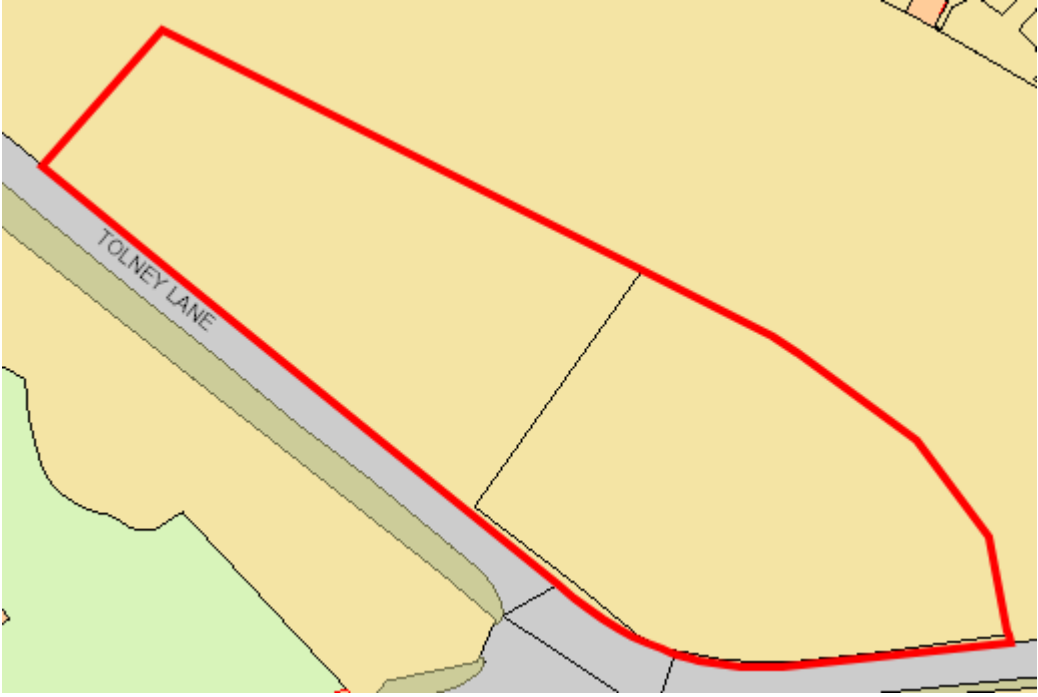
## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

<b>SITE BACKGROUND</b>	
<b>Site reference</b>	<b>GT3</b>
<b>Site name and address</b>	Church View, Tolney Lane, Newark, NG24 1DA (Bowers)
<b>Site plan:</b>	
<b>Site planning status</b>	Tolerated (Permanent) (Since March 1993)
<b>Planning history</b>	93/51232/LDC – Use land as a caravan site – Application Permitted (18 <sup>th</sup> March 1993)  94/51261/FUL – Erection of 19 wc/store blocks to serve 35 residential caravans – Application Permitted (29 <sup>th</sup> November 1994)
<b>GTAA 2018 pitch number</b>	35 – 2 x permanently occupied, 33 x non-Travellers
<b>GTAA 2018 planning definition status</b>	Meet planning definition – no pitches. Do not meet planning definition – 1 pitch. Undetermined – 1 pitch.
<b>Additional current and future needs</b>	None
<b>Total pitch need 2016-2021</b>	None
<b>Total pitch need 2021-2031</b>	None
<b>Site area</b>	
<b>Site ownership</b>	Private
<b>DEVELOPMENT CONSTRAINTS</b>	
<b>Green Belt</b>	No
<b>SSSI</b>	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
<b>Heritage Area</b>	Adjacent to Newark Conservation Area

<b>Flood zone</b>	Site is within Functional Floodplain (Zone 3b). In addition Tolney Lane as a single point of access / egress onto Great North Road which is also within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but site previously deemed acceptable for development.
<b>Sanitation available or capable of being provided</b>	Unknown, but 94/51261/FUL included erection of 19 wc/store blocks to serve caravans.
<b>Provision for surface water and storm water drainage</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	Adjacent to Conservation Area and Newark's Historic Core – but planning history has been previously determined acceptable for gypsy and traveller use.
<b>Impact of site on amenity of local residents</b>	None, other than that of neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	<p>Design and layout should not impede delivery of and be able to be integrated with provision of flood resilient access / egress to Great North Road. Scheme will likely entail raising of existing road, provision of raised accesses and flood gates to sites, as well as provision of flood relief culvert(s) where necessary. This may have implications for part of site fronting onto Tolney Lane and the sites eastern boundary parallel to the car park.</p> <p>Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important</p>
<b>Could the site meet current and future need?</b>	No need identified from 2 households who are Travellers. Remaining 33 pitches are non-Travellers.

	<p>Potential to meet need for Travellers on other sites at Tolney Lane should non-Travellers move off the site.</p> <p>Owners are considering selling site.</p>
<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	n/a
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	n/a


## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT4
Site name and address	Shannon Falls, Tolney Lane, Newark
Site plan:	 <p>The site plan shows a large, irregularly shaped plot of land outlined in red. The plot is situated along Tolney Lane, which is shown as a grey road. The surrounding area is colored yellow, and there is a green area to the southwest. The plot is divided into several smaller sections by thin black lines.</p>
Site planning status	Temporary Consent for 8 pitches (expires February 2022)
Planning history	<p>02/02009/FUL – Change of use of land as residential caravan sites (21 plots) – Allowed on Appeal (24<sup>th</sup> July 2003)</p> <p>17/02087/FUL – Change of use of land to a private gypsy and traveller caravan site consisting of one mobile home, one amenity building and two touring caravans and associated works - Application Permitted (6<sup>th</sup> June 2018)</p> <p>18/02167/FUL – Change of use of scrubland for the siting of 8 touring caravans and associated amenity blocks for gypsy travellers – Application approved (14<sup>th</sup> February 2019)</p>
GTAA 2018 pitch number	8 – 8 x unoccupied
GTAA 2018 planning definition status	None
Additional current and future needs	None
Total pitch need 2016-2021	None
Total pitch need 2021-2031	None
Site area	

<b>Site ownership</b>	Private
<b>DEVELOPMENT CONSTRAINTS</b>	
<b>Green Belt</b>	No
<b>SSSI</b>	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
<b>Heritage Area</b>	Adjacent to Newark Conservation Area
<b>Flood zone</b>	Site is situated within flood zones 2 and 3. Two thirds in Flood Zone 3 (a&b) and remaining third in Flood Zone 2. The site is partially within the functional floodplain (to the south east) (Zone 3b). In addition, Tolney Lane as a single point of access / egress onto Great North Road which is also within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but site previously deemed acceptable for development.
<b>Sanitation available or capable of being provided</b>	Connection to mains sewer included as part of 18/02167/FUL application.
<b>Provision for surface water and storm water drainage</b>	Unknown, but site previously deemed acceptable for gypsy and traveller use.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	Conservation Area – but planning history has been previously determined acceptable for gypsy and traveller use.
<b>Impact of site on amenity of local residents</b>	None other than that of neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Design and layout should not impede delivery of and be able to be integrated with provision of flood resilient access / egress to Great North Road. Scheme will likely entail raising of existing road, provision of raised accesses and flood gates to sites, as well as

	<p>provision of flood relief culvert(s) where necessary. This may have implications for part of site fronting onto Tolney Lane and the sites eastern boundary parallel to the car park.</p> <p>Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important</p>
<b>Could the site meet current and future need?</b>	Yes 8 pitches for the un-developed pitches. If the temporary permission were to be regularised.
<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	n/a
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	Yes – site has now been implemented and partially occupied.

## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

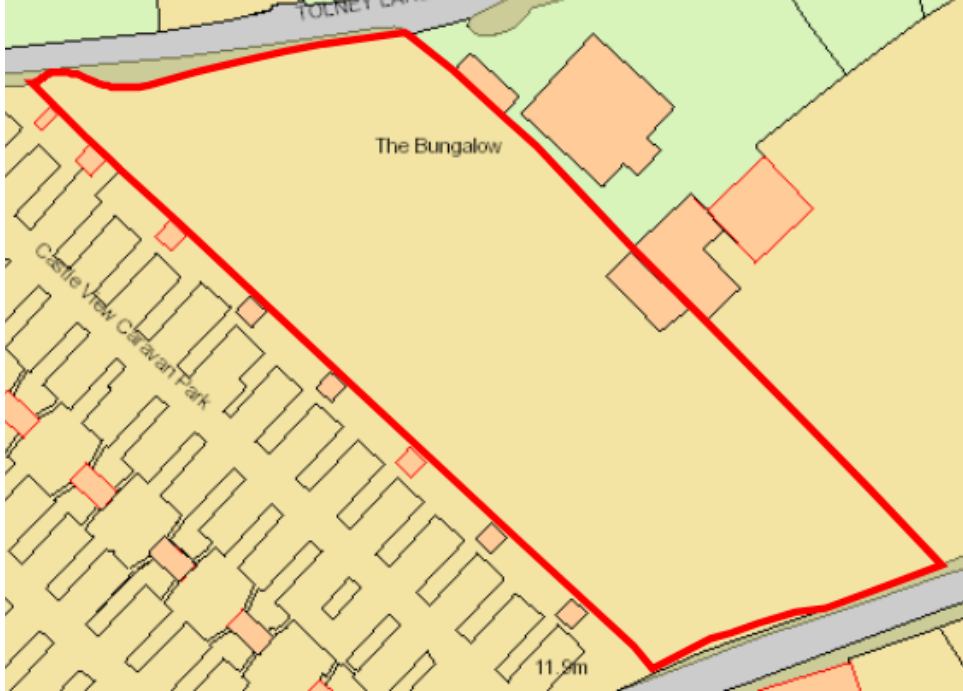
SITE BACKGROUND	
Site reference	GT5
Site name and address	Hose Farm, Tolney Lane, Newark, NG24 1DA
Site plan:	
Site planning status	Authorised (Permanent)
Planning history	12/00495/FUL – Change of use of land from paddock to gypsy traveller site – Application permitted (15 <sup>th</sup> August 2012)
GTAA 2018 pitch number	25 – 15 x permanently occupied; 9 x vacant.
GTAA 2018 planning definition status	Meet planning definition – 2 pitches. Do not meet planning definition – 4 pitches. Undetermined – 9 pitches.
Additional current and future needs	Meet planning definition – 1 x 5-year need, 2 x new household formation. Do not meet planning definition – 1 x 5-year need, 3 x new household formation. Undetermined – 2 x new household formation
Total pitch need 2016-2021	Meet planning definition – 1 pitch. Do not meet planning definition – 1 pitch.
Total pitch need 2021-2031	Meet planning definition – 2 pitches. Do not meet planning definition – 3 pitches. Undetermined – 2 pitches.
Site area	
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Green Belt	No
SSSI	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
Heritage Area	Adjacent Newark Conservation Area



<b>Flood zone</b>	Almost all of the entire site is flood zone 2 (and small portion of site in flood zone 3). In addition, Tolney Lane as a single point of access / egress onto Great North Road which is within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but site previously deemed acceptable for gypsy and traveller occupation.
<b>Sanitation available or capable of being provided</b>	Unknown, but connection to mains sewer included as part of original application.
<b>Provision for surface water and storm water drainage</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	Adjacent Newark Conservation Area but planning history has been previously determined acceptable for gypsy and traveller use.
<b>Impact of site on amenity of local residents</b>	None other than that of neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important
<b>Could the site meet current and future need?</b>	Yes, due to 9 vacant pitches.
<b>Could the site only meet current need?</b>	Yes – 2 pitches as there were 9 vacant pitches at the time of the GTAA.
<b>Can the configuration of the site be altered to meet future need?</b>	Site could be reconfigured to create individual pitches.
<b>Are the residents in a position to take forward the planning application/deliver</b>	It was not possible to make contact with the site owner. However as an existing Traveller site with an identified need in the GTAA it is assumed that the site would be available for the purposes of meeting its requirements.

<b>the site and intensification to meet planning conditions?</b>	
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## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT6
Site name and address	Land opposite Ropewalk Farm (Farm View), Tolney Lane, Newark
Site plan:	
Site planning status	Authorised (Permanent)
Planning history	01/00771/FUL – Change of use of agricultural land to travellers caravan sites (21 plots) – Allowed on Appeal
GTAA 2018 pitch number	21 – 8 x permanently occupies, 13 x vacant.
GTAA 2018 planning definition status	Meet planning definition – 1 pitch. Do not meet planning definition – no pitches. Undetermined – 7 pitches.
Additional current and future needs	Meet planning definition – 1 x 5-year need. Do not meet planning definition – no need. Undetermined – 2 x new household formation
Total pitch need 2016-2021	Meet planning definition – 1 pitch.
Total pitch need 2021-2031	Undetermined – 2 pitches.
Site area	
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Green Belt	No
SSSI	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
Heritage Area	No

<b>Flood zone</b>	Site is in flood zone 2 and 3. Very small part of the site forms part of the functional floodplain. In addition, Tolney Lane as a single point of access / egress onto Great North Road which is also within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but site previously deemed acceptable for development.
<b>Sanitation available or capable of being provided</b>	Unknown, but site previously deemed acceptable for development.
<b>Provision for surface water and storm water drainage</b>	Unknown, but site previously deemed acceptable for gypsy and traveller use.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	No
<b>Impact of site on local character and amenity</b>	Close to Newark Conservation Area but planning history has been previously determined acceptable for gypsy and traveller use.
<b>Impact of site on amenity of local residents</b>	None other than that of neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important.
<b>Could the site meet current and future need?</b>	Yes, 3 pitches as there were 13 vacant pitches at the time of the GTAA. Also plenty of undeveloped land to the rear of the site.
<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	Site could be reconfigured to provide individual pitches.
<b>Are the residents in a position to take forward the planning application/deliver</b>	It was not possible to make contact with the site owner. However as an existing Traveller site with an identified need in the GTAA it is assumed that the site would be available for the purposes of meeting its requirements.

<b>the site and intensification to meet planning conditions?</b>	
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## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

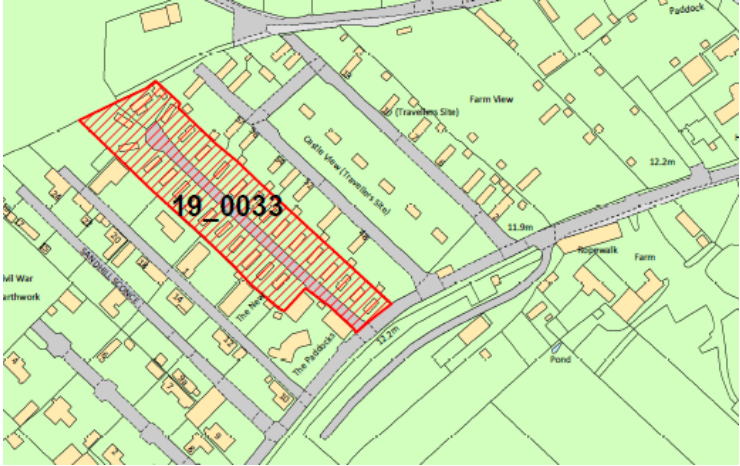
SITE BACKGROUND	
Site reference	GT7
Site name and address	Castle View, Tolney Lane, Newark
Site plan:	
Site planning status	Authorised
Planning history	01850831 – Caravan site for 60 vans – Application Permitted (17 <sup>th</sup> October 1985)  01861132 – Water tank room over wash house – Application Permitted (17 <sup>th</sup> December 1986)
GTAA 2018 pitch number	50 – 43 x permanently occupied, 1 x non-Travellers, 3 x vacant, 3 x transit.
GTAA 2018 planning definition status	Meet planning definition – 3 pitches. Do not meet planning definition – 24 pitches. Undetermined – 16 pitches.
Additional current and future needs	Meet planning definition – 3 x new household formation. Do not meet planning definition – 2 x 5-year need, 8 x new household formation. Undetermined – 4 x new household formation.
Total pitch need 2016-2021	Do not meet planning definition – 2 x 5-year need.
Total pitch need 2021-2031	Meet planning definition – 3 x new household formation. Do not meet planning definition – 8 x new household formation. Undetermined – 4 x new household formation.
Site area	
Site ownership	Private
DEVELOPMENT CONSTRAINTS	

<b>Green Belt</b>	No
<b>SSSI</b>	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
<b>Heritage Area</b>	Situated in between Newark Conservation Area to east and ancient monument to west.
<b>Flood zone</b>	Site is mostly in flood zone 2, with very small portions of the site in flood zone 3 to the south eastern corner of the site. A small element forms part of the functional floodplain. In addition, Tolney Lane as a single point of access / egress onto Great North Road which is also within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but assume this is the case as previously considered acceptable for gypsy traveller use.
<b>Sanitation available or capable of being provided</b>	Unknown, but assume this is the case as previously considered acceptable for gypsy traveller use.
<b>Provision for surface water and storm water drainage</b>	Unknown, but site previously deemed acceptable for gypsy and traveller use.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	No
<b>Impact of site on local character and amenity</b>	Close to Newark Conservation Area but planning history has been previously determined acceptable for gypsy and traveller use.
<b>Impact of site on amenity of local residents</b>	None other than that of neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important
<b>Could the site meet current and future need?</b>	Site looks to be at capacity with little room for intensification and no opportunities for expansion. Mainly mobiles with some tourers, small pitches, and small existing amenity buildings. Some potential for additional tourers but not for mobiles. Some undeveloped land by the entrance.

<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	Unlikely but could explore area of undeveloped land by the site entrance.
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	As an existing Traveller site with an identified need in the GTAA it is assumed that the site would be available for the purposes of meeting its requirements.




## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT8
Site name and address	Riverside Park, Tolney Lane, Newark
Site plan:	
Site planning status	Authorised
Planning history	<p>0176132 – Continued use as a caravan site for 20 caravans – Permitted (13<sup>th</sup> April 1976)</p> <p>0177243 – Continued use as caravan site for 20 caravans – Permitted (14<sup>th</sup> September 1977)</p> <p>01890225 – Increase number of caravans to 23 static and 4 touring – Permitted (31<sup>st</sup> May 1989)</p>
GTAA 2018 pitch number	27 – 27 x non-Travellers
GTAA 2018 planning definition status	None
Additional current and future needs	None
Total pitch need 2016-2021	None
Total pitch need 2021-2031	None
Site area	
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Green Belt	No
SSSI	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
Heritage Area	None
Flood zone	Site is almost entirely in flood zone 2, with a very small portion of the site in flood zone 3 and forming part of the functional floodplain. In addition, Tolney Lane as a

	single point of access / egress onto Great North Road which is also within the functional floodplain.
<b>Contaminated land</b>	Unknown – considered unlikely given previous deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but likely. Previously deemed acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Unknown, but likely. Previously deemed acceptable for gypsy and traveller use.
<b>Provision for surface water and storm water drainage</b>	Unknown, but likely. Previously deemed acceptable for gypsy and traveller use.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	No
<b>Impact of site on local character and amenity</b>	In proximity to Newark Conservation Area but planning history has been previously determined acceptable for gypsy and traveller use.
<b>Impact of site on amenity of local residents</b>	None other than that of neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important
<b>Could the site meet current and future need?</b>	Non-Travellers - potential for use as a Traveller site to meet identified needs from other sites at Tolney Lane. Possibility for 15 Traveller pitches as currently laid out as a park home site.
<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	n/a
<b>Are the residents in a position to take forward the planning application/deliver</b>	n/a

<b>the site and intensification to meet planning conditions?</b>	
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## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

<b>SITE BACKGROUND</b>	
<b>Site reference</b>	GT9
<b>Site name and address</b>	The Paddocks, Tolney Lane, Newark, NG24 1DA
<b>Site plan:</b>	
<b>Site planning status</b>	Tolerated
<b>Planning history</b>	<p>01/01244/FUL – Change of use of agricultural land to residential caravan site and erection of amenities block- permitted (11<sup>th</sup> September 2001)</p> <p>00/50559/FUL – Change of use of agricultural land to residential caravan site complete with amenities block – Application permitted (22<sup>nd</sup> February 2001)</p>
<b>GTAA 2018 pitch number</b>	3 – 2 x permanently occupied, 1 x unimplemented
<b>GTAA 2018 planning definition status</b>	Meet planning definition – 2 pitches.
<b>Additional current and future needs</b>	Meet planning definition – 1 x current need, 1 x 5-year need, 1 x new household formation.
<b>Total pitch need 2016-2021</b>	Meet planning definition – 2.
<b>Total pitch need 2021-2031</b>	Meet planning definition – 1.
<b>Site area</b>	
<b>Site ownership</b>	Private

<b>DEVELOPMENT CONSTRAINTS</b>	
<b>Green Belt</b>	No
<b>SSSI</b>	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
<b>Heritage Area</b>	Located in close proximity to Sandhill Sconce Scheduled Ancient Monument.
<b>Flood zone</b>	Site entirely within flood zone 2. However, Tolney Lane as a single point of access / egress onto Great North Road is within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for development
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but likely. Site previously deemed acceptable for gypsy traveller use.
<b>Sanitation available or capable of being provided</b>	Unknown, but likely. Application approved included provision of amenity block.
<b>Provision for surface water and storm water drainage</b>	Unknown, but previously deemed acceptable for development
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	No
<b>Impact of site on local character and amenity</b>	In proximity to Newark Conservation Area and ancient monument but planning history has been previously deemed acceptable for gypsy and traveller use.
<b>Impact of site on amenity of local residents</b>	None other than that of gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	Tree Preservation Order N152 – Group 43 extends along boundary with Riverside Park, Group 40 along northern boundary.
<b>Constraints on design and layout of the site</b>	Need to accommodate trees subject to TPOs. Proximity to Sandhill Sconce Scheduled Ancient Monument. Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important.
<b>Could the site meet current and future need?</b>	Yes
<b>Could the site only meet current need?</b>	Yes 2 pitches – 1 unimplemented pitch at the time of the GTAA and there appears to be caravan storage to the rear of the site that could be freed up.

<b>Can the configuration of the site be altered to meet future need?</b>	There appears to be sufficient room to accommodate the required pitches if the site were to be reconfigured.
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	It was not possible to make contact with the site owner. However as an existing Traveller site with an identified need in the GTAA it is assumed that the site would be available for the purposes of meeting its requirements.

## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment


SITE BACKGROUND	
<b>Site reference</b>	<b>GT11</b>
<b>Site name and address</b>	Sandhill Sconce, Tolney Lane, Newark
<b>Site plan:</b>	 <p>The site plan shows a residential caravan site with 26 numbered plots. Plots 1-10 are orange, plots 11-13 are green, and plots 14-26 are orange. A green area labeled 'Civil War Earthwork' is located on the left. A road labeled 'Riverside Park' runs along the top right. A road labeled 'SANDHILL SCONCE' runs through the center. A road labeled 'Tolney Lane' is on the right. A road labeled 'Caravan' is on the bottom right. A road labeled 'The View Caravan' is on the top right.</p>
<b>Site planning status</b>	Authorised
<b>Planning history</b>	<p>96/51268/FUL – Change of use of agricultural land to residential caravan site and erect 10 amenities block – Permitted (21<sup>st</sup> April 1997)</p> <p>00/50555/FUL – Change of use from agricultural land to residential caravan site and erection of new amenities block and double garage (Plot 14) – Permitted (8<sup>th</sup> August 2000)</p> <p>00/50556/FUL – Change of use of agricultural land to residential caravan site and erection of amenities block and double garage (Plot 12) – permitted (7<sup>th</sup> August 2000)</p> <p>00/50557/FUL – Change of use from agricultural land to residential caravan site and erection of 9 amenity blocks (plots 15-20, 22, 24 and 26) – Permitted (20<sup>th</sup> February 2001)</p>
<b>GTAA 2018 pitch number</b>	23 – 23 x permanently occupied.
<b>GTAA 2018 planning definition status</b>	Meet planning definition – 9 pitches. Do not meet planning definition – 5 pitches.

	Undetermined – 10 pitches.
<b>Additional current and future needs</b>	Meet planning definition – 8 x current need, 1 x 5-year need, 4 x new household formation. Do not meet planning definition – 1 x current need, 1 x 5-year need, 1 x new household formation. Undetermined – 4 x new household formation.
<b>Total pitch need 2016-2021</b>	Meet planning definition – 9 pitches. Do not meet planning definition – 2 pitches.
<b>Total pitch need 2021-2031</b>	Meet planning definition – 4 pitches. Do not meet planning definition – 1 pitches. Undetermined – 4 pitches.
<b>Site area</b>	
<b>Site ownership</b>	Private
<b>DEVELOPMENT CONSTRAINTS</b>	
<b>Green Belt</b>	No
<b>SSSI</b>	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
<b>Heritage Area</b>	Sandhills Scheduled Ancient Monument immediately adjacent to site.
<b>Flood zone</b>	Site is in flood zones 2 and 3. It is not within the functional floodplain, however Tolney Lane as a single point of access / egress onto Great North Road which is within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but likely. Previously deemed acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Yes
<b>Provision for surface water and storm water drainage</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	No
<b>Impact of site on local character and amenity</b>	No



<b>Impact of site on amenity of local residents</b>	None other than that of neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	Tree Preservation Order N152 –Group 40 along northern boundary.
<b>Constraints on design and layout of the site</b>	Need to accommodate trees subject to TPOs. Proximity to Sandhill Sconce Scheduled Ancient Monument. Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important.
<b>Could the site meet current and future need?</b>	Unknown.
<b>Could the site only meet current need?</b>	Yes – most of the pitches are very large and could be sub-divided.
<b>Can the configuration of the site be altered to meet future need?</b>	Potentially through subdivision of some of the larger pitches.
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	As an existing Traveller site where the existing pitches are individually owned and with an identified need in the GTAA- it is assumed that the site would be available for the purposes of meeting its requirements.

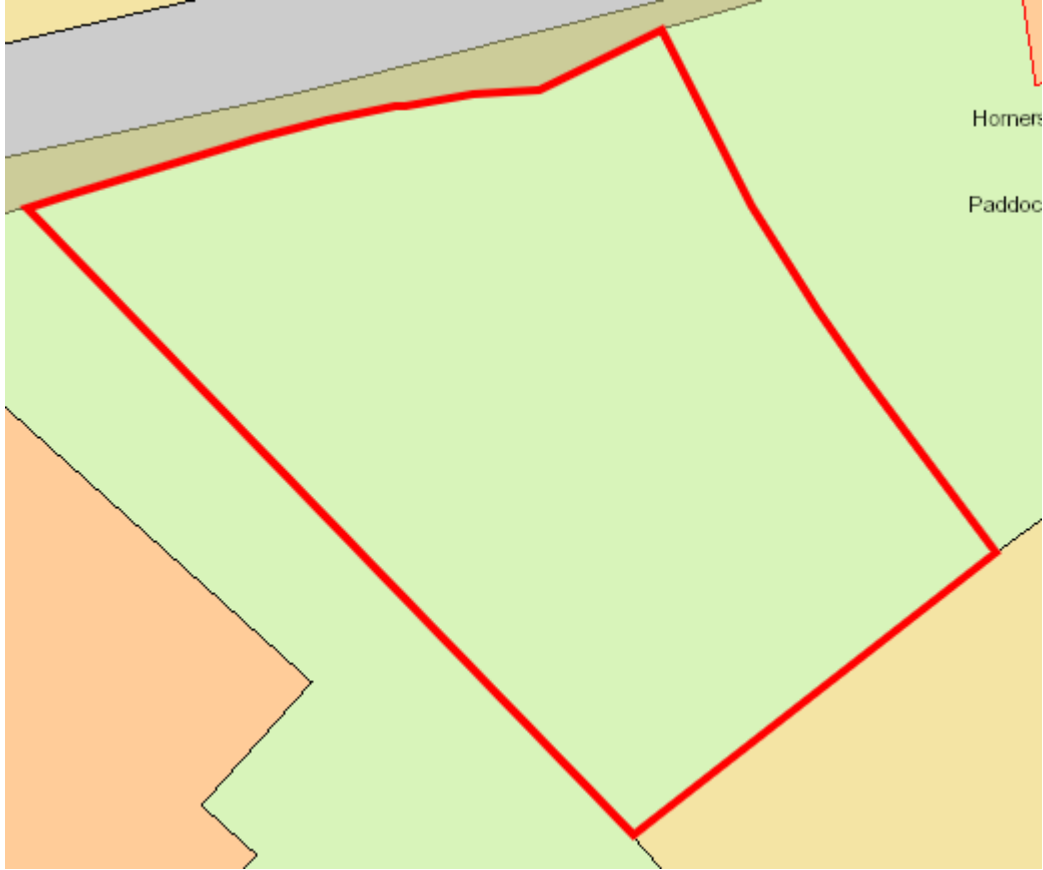
## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT12
Site name and address	Hirrams Paddock, Tolney Lane, Newark
Site plan:	
Site planning status	Authorised (Permanent)
Planning history	<p>10/01464/FULM – Proposed change of use of paddock to Gypsy and Traveller caravan site – Application Permitted (20<sup>th</sup> September 2011)</p> <p>14/00681/FUL – Erection of 2 no. amenity blocks, 1 no. to plot 11 and 1 no. to plot 12 – Application Permitted (11<sup>th</sup> June 2014)</p>
GTA 2018 pitch number	12 – 12 x permanently occupied.
GTA 2018 planning definition status	<p>Meet planning definition – 6 pitches.</p> <p>Do not meet planning definition – 4 pitches.</p> <p>Undetermined – 6 pitches</p>
Additional current and future needs	<p>Meet planning definition – 1 x current need, 4 x new household formation.</p> <p>Do not meet planning definition – 1 x new household formation.</p> <p>Undetermined – 1 x new household formation.</p>
Total pitch need 2016-2021	Meet planning definition – 1 pitch.
Total pitch need 2021-2031	<p>Meet planning definition – 4 pitches.</p> <p>Do not meet planning definition – 2 pitches</p> <p>Undetermined – 1 pitch.</p>
Site area	
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Green Belt	No

<b>SSSI</b>	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
<b>Heritage Area</b>	Adjacent to Sandhills Sconce Schedule Ancient Monument
<b>Flood zone</b>	Site is in flood zones 2 and 3. It is not within the functional floodplain, however Tolney Lane as a single point of access / egress onto Great North Road which is within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Unknown, but application proposed to use package treatment plant.
<b>Provision for surface water and storm water drainage</b>	Soakaways permitted as part of planning permission.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	No
<b>Impact of site on local character and amenity</b>	In proximity to ancient monument but planning history has been previously determined acceptable for gypsy and traveller use.
<b>Impact of site on amenity of local residents</b>	None other than that of neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	Tree Preservation Order N152 –Group 40 along northern boundary.
<b>Constraints on design and layout of the site</b>	English Heritage requested that no structures are to be built within a maximum of 25m of the scheduled area (in original application).  Need to accommodate trees subject to TPOs. Proximity to Sandhill Sconce Scheduled Ancient Monument. Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important.
<b>Could the site meet current and future need?</b>	Yes 8 pitches. Very large pitches and some undeveloped land. Potential to meet all identified need through intensification of existing pitches. Some of the site in flood zone.
<b>Could the site only meet current need?</b>	n/a

<b>Can the configuration of the site be altered to meet future need?</b>	Yes – opportunities to subdivide pitches and use undeveloped land.
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	As an existing Traveller site where the existing pitches are individually owned and with an identified need in the GTAA- it is assumed that the site would be available for the purposes of meeting its requirements.

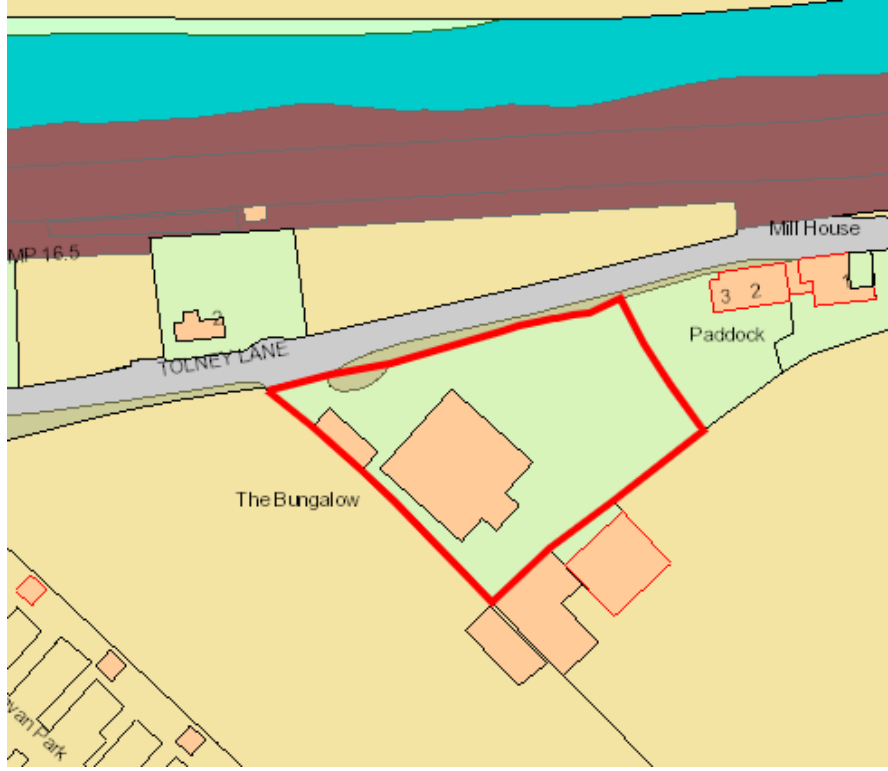
## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

<b>SITE BACKGROUND</b>	
<b>Site reference</b>	<b>GT13</b>
<b>Site name and address</b>	Taylor's Paddock, Tolney Lane, Newark, NG24 1DA
<b>Site plan:</b>	
<b>Site planning status</b>	Permanent permission
<b>Planning history</b>	08/00670/FUL – Change of use of land for residential caravan site – Application Permitted (10 <sup>th</sup> June 2009)  14/01691/FUL – Erection of amenity block – Application Permitted (8 <sup>th</sup> January 2015)
<b>GTAA 2018 pitch number</b>	2 – 2 x permanently occupied.
<b>GTAA 2018 planning definition status</b>	Meet planning definition – 2 pitches.
<b>Additional current and future needs</b>	Meet planning definition – 1 x new household formation.
<b>Total pitch need 2016-2021</b>	None.
<b>Total pitch need 2021-2031</b>	Meet planning definition – 1 pitch.
<b>Site area</b>	
<b>Site ownership</b>	Private
<b>DEVELOPMENT CONSTRAINTS</b>	

<b>Green Belt</b>	No
<b>SSSI</b>	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
<b>Heritage Area</b>	Close to Newark Conservation Area boundary, but previously deemed acceptable.
<b>Flood zone</b>	Site is in flood zone 2, although Tolney Lane as a single point of access / egress onto Great North Road is within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Yes
<b>Sanitation available or capable of being provided</b>	Yes
<b>Provision for surface water and storm water drainage</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	None
<b>Impact of site on amenity of local residents</b>	None other than neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important.  Site appears to be at capacity already.
<b>Could the site meet current and future need?</b>	Yes – room for additional accommodation unit/tourer as need is for new household formation from young children.
<b>Could the site only meet current need?</b>	n/a

<b>Can the configuration of the site be altered to meet future need?</b>	Yes
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	It was not possible to make contact with the site owner. However, as an existing Traveller site with an identified need in the GTAA it is assumed that the site would be available for the purposes of meeting its requirements.

## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

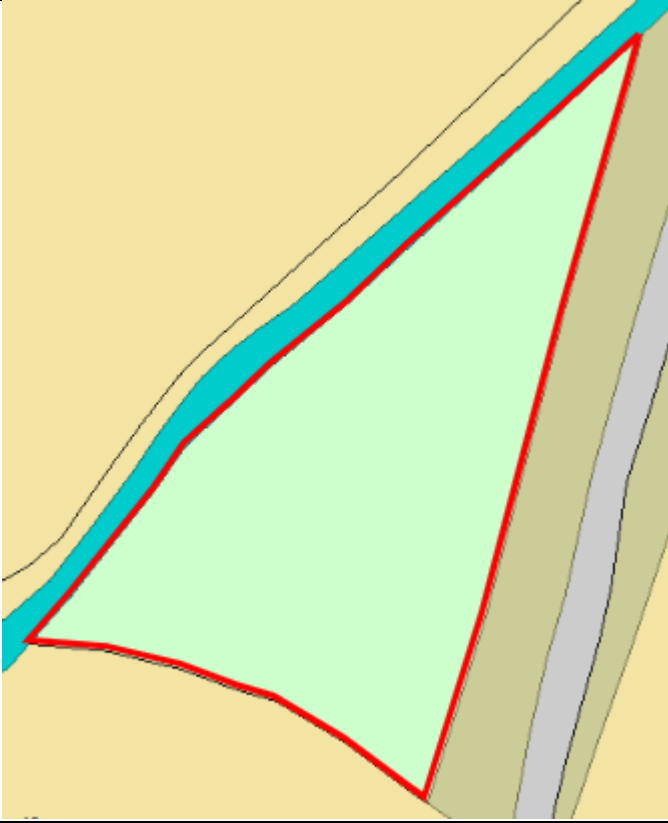
<b>SITE BACKGROUND</b>	
<b>Site reference</b>	<b>GT14</b>
<b>Site name and address</b>	Price's Paddock, Tolney Lane, Newark, NG24 1DA
<b>Site plan:</b>	 <p>The site plan map shows a residential area with several buildings and a road labeled 'TOLNEY LANE'. A red outline highlights the site boundary, which includes 'The Bungalow', 'Paddock', and 'Mill House'. Other labels include 'MP 16.5' and 'Newark Park'.</p>
<b>Site planning status</b>	Authorised
<b>Planning history</b>	08/00670/FUL – Change of use of land for residential caravan site – Application Permitted (10 <sup>th</sup> June 2009)
<b>GTAA 2018 pitch number</b>	3 – 3 x permanently occupied.
<b>GTAA 2018 planning definition status</b>	Undetermined – 3 pitches.
<b>Additional current and future needs</b>	Undetermined – 1 x new household formation.
<b>Total pitch need 2016-2021</b>	None.
<b>Total pitch need 2021-2031</b>	Undetermined – 1 pitch.
<b>Site area</b>	
<b>Site ownership</b>	Private
<b>DEVELOPMENT CONSTRAINTS</b>	
<b>Green Belt</b>	No
<b>SSSI</b>	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
<b>Heritage Area</b>	Close to Newark Conservation Area boundary



<b>Flood zone</b>	Site is in flood zone 2, although Tolney Lane as a single point of access / egress onto Great North Road is within the functional floodplain.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but neighbouring sites have been deemed suitable for gypsy traveller development.
<b>Sanitation available or capable of being provided</b>	Unknown, but neighbouring sites have been deemed suitable for gypsy traveller development.
<b>Provision for surface water and storm water drainage</b>	Unknown, but neighbouring sites have been deemed suitable for gypsy traveller development.
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	Close to Newark Conservation Area but neighbouring sites also in close proximity have been previously deemed acceptable for gypsy traveller use.
<b>Impact of site on amenity of local residents</b>	None other than neighbouring gypsy and traveller sites.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important
<b>Could the site meet current and future need?</b>	Yes – large site.
<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	Potential for the site to be subdivided to create additional pitches.
<b>Are the residents in a position to take forward the planning application/deliver the site and</b>	It was not possible to make contact with the site owner. However, as an existing Traveller site with an identified need in the GTAA it is assumed that the site would be available for the purposes of meeting its requirements.

<b>intensification to meet planning conditions?</b>	
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## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

<b>SITE BACKGROUND</b>	
<b>Site reference</b>	<b>GT20</b>
<b>Site name and address</b>	Seven Oaks, Allesford Lane, Edingley
<b>Site plan:</b>	
<b>Site planning status</b>	Permanent consent for 4 mobile homes.
<b>Planning history</b>	<p>09/00246/FUL - Change of use to caravan site for occupation by gypsy family with associated development (utility trailer, hardstanding for caravans, landscaping, septic tank) – Refused.</p> <p>09/01523/FUL - Occupation by gypsy family with associated development (utility, hardstanding for caravans, landscaping, septic tank) (Retrospective) – 3 year temporary consent no more than 3 caravans granted at appeal (10<sup>th</sup> November 2010).</p> <p>11/00313/FUL - Variation of Condition No. 3 of planning permission reference 09/01523/FUL to allow the siting of three mobile homes – granted at appeal (23<sup>rd</sup> May 2012) (3 year temporary consent period from previous consent carried over).</p> <p>13/01428/FUL - Remove or vary conditions 1, 2, 4 and 7 of planning permission 11/00313/FUL to allow permanent or further temporary permission as a caravan site for occupation by a gypsy family with associated development (utility trailer, hardstanding for caravans, landscaping, septic tank) and to allow for stationing of four static caravans with brick skirting on the site. Appealed temporary consent seeking permanent – granted (4<sup>th</sup> February 2015)</p>

	18/00371/FUL - Application to remove condition 4 attached to planning permission 13/01428/FUL to accommodate an additional caravan (Retrospective) – currently invalid.
<b>GTAA 2018 pitch number</b>	5 – 5 x permanently occupied including 1 unauthorised pitch.
<b>GTAA 2018 planning definition status</b>	Meet planning definition – 5 pitches.
<b>Additional current and future needs</b>	Meet planning definition – 1 x current need, 1 x unauthorised, 1 x new household formation.
<b>Total pitch need 2016-2021</b>	Meet planning definition – 2 pitches.
<b>Total pitch need 2021-2031</b>	Meet planning definition – 1 pitch.
<b>Site area</b>	
<b>Site ownership</b>	Private.
<b>DEVELOPMENT CONSTRAINTS</b>	
<b>Green Belt</b>	No
<b>SSSI</b>	No
<b>Heritage Area</b>	No
<b>Flood zone</b>	Flood zone 2 affects bottom portion of site, the western boundary and northern tip.  Western extent and south east corner of site within Flood Zone 3.
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone / other Hazards</b>	No gas pipeline.  Coal Authority – low risk area – but previously deemed acceptable for development.
<b>Mains water and electricity available or accessible</b>	Unknown, but site previously deemed acceptable for gypsy and traveller occupation.
<b>Sanitation available or capable of being provided</b>	Provision of septic tank included as part of original application.
<b>Provision for surface water and storm water drainage</b>	Yes
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	No
<b>Impact of site on local character and amenity</b>	Open countryside location but has been previously assessed as being acceptable in landscape visual terms and concluded to have limited visual impact.

<b>Impact of site on amenity of local residents</b>	None.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	<p>Preference to apply sequential test at site-level in order to lessen flood risk.</p> <p>Triangular shape of site may present a challenge to accommodating additional provision, providing appropriate level of amenity and meeting of spacing standards.</p> <p>Fire safety risk assessment was to be requested for the invalid application to consider whether the fire walls between units necessary to meet licencing requirements can be erected.</p> <p>Noted as part of most recent invalid application that the site had taken part of the highways verge into its boundary.</p>
<b>Could the site meet current and future need?</b>	No as the site is already at full capacity. Chalet on pitch 1 is unauthorised and subject to an application to regularise it - 18/00371/FUL – deemed invalid.
<b>Could the site only meet current need?</b>	No.
<b>Can the configuration of the site be altered to meet future need?</b>	No.
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	No.

## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

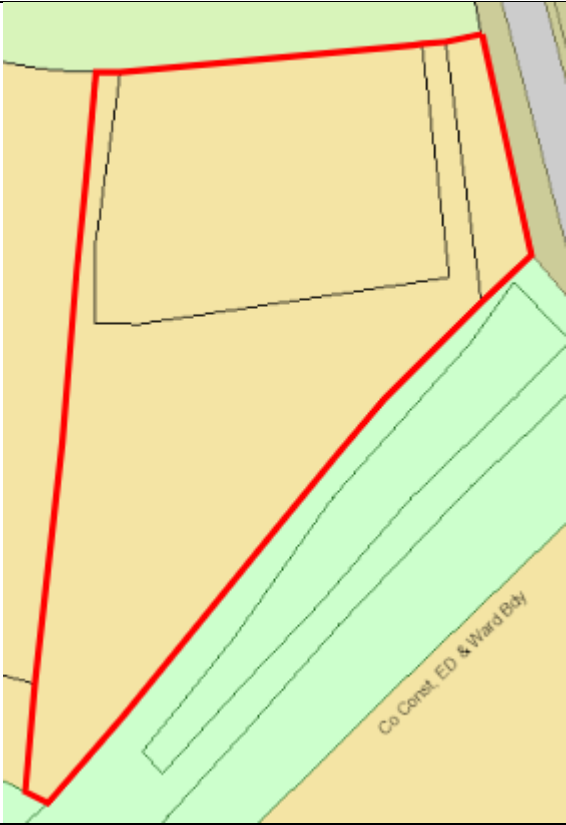
SITE BACKGROUND	
Site reference	GT23
Site name and address	Shannon Caravan Site, Wellow Road, Ollerton, NG22 9AP
Site plan:	
Site planning status	Permanent private site
Planning history	<p>96/51387/FUL- Change of use of land to form touring caravan site – permitted (12<sup>th</sup> November 1996)</p> <p>09/00976/FUL - Change of use from touring caravan site to permanent gypsy caravan site (25 x permanent pitches and 12 x transit pitches) – permitted (18<sup>th</sup> January 2010)</p>
GTAA 2018 pitch number	25 – 8 x permanently occupied, 17 x transit pitches.
GTAA 2018 planning definition status	<p>Meet planning definition – 4 pitches.</p> <p>Do not meet planning definition – 4 pitches.</p>
Additional current and future needs	<p>Meet planning definition – 5 x current need.</p> <p>Do not meet planning definition -1 x current need, 1 x 5-year need, 2 x new household formation.</p>
Total pitch need 2016-2021	<p>Meet planning definition – 5 pitches.</p> <p>Do not meet planning definition -2 pitches.</p>
Total pitch need 2021-2031	Do not meet planning definition – 2 pitches.
Site area	
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Green Belt	No

<b>SSSI</b>	Within Natural England SSSI Impact Zone.
<b>Heritage Area</b>	No
<b>Flood zone</b>	No
<b>Contaminated land</b>	Unknown, but site previously deemed acceptable for gypsy and traveller occupation.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone/ Other hazard</b>	Coal Authority Low Risk Area – but previously deemed acceptable for use.
<b>Mains water and electricity available or accessible</b>	Assume this is the case, but previously considered acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Yes
<b>Provision for surface water and storm water drainage</b>	Yes
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	No
<b>Impact of site on local character and amenity</b>	Open countryside location – but previously deemed to be acceptable in landscape/visual terms. Preference would be to seek to meet need within boundaries of existing site where possible, with the scale of any extension to the west being restricted to that necessary to meet needs efficiently. Field to the west sits between the existing gypsy and traveller site and a housing allocation which is being built out. Would be desirable to avoid the coalescence of the two locations.
<b>Impact of site on amenity of local residents</b>	None other than existing occupants of site.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Site well screened to Wellow Road and eastern boundary – which should be retained/ supplemented as necessary.  Need to provide for suitable level of amenity and to meet spacing standards.
<b>Could the site meet current and future need?</b>	Yes 9 pitches – large site with plenty of room to create new pitches. Also, there are private transit pitches that could be occupied permanently.
<b>Could the site only meet current need?</b>	n/a

<b>Can the configuration of the site be altered to meet future need?</b>	Yes.
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	Yes.



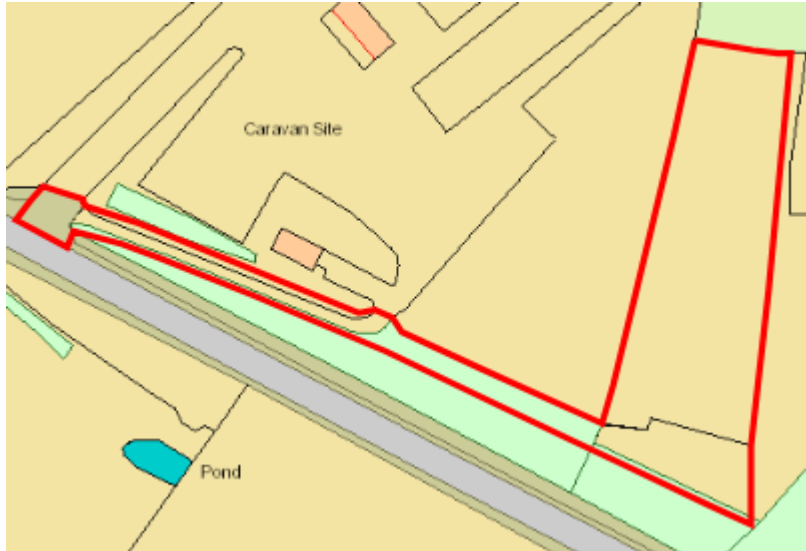
## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT23
Site name and address	The Paddock, Newark Road, Ollerton
Site plan:	
Site planning status	Permanent permission
Planning history	<p>08/02253/FUL - Use of land as a gypsy caravan site for 4 households, with 7 caravans, including landscaping and hard standing (retrospective)- permitted (14<sup>th</sup> October 2009)</p> <p>14/02010/FUL – Erection of new utility block – permitted (13<sup>th</sup> January 2015)</p>
GTAA 2018 pitch number	4 pitches – 4 x permanently occupied.
GTAA 2018 planning definition status	Meet planning definition – 4 pitches.
Additional current and future needs	Meet planning definition – 3 x 5-year need, 3 x new household formation.
Total pitch need 2016-2021	Meet planning definition – 3 pitches.
Total pitch need 2021-2031	Meet planning definition – 3 pitches.
Site area	
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Green Belt	No

<b>SSSI</b>	Natural England SSSI Risk Impact Zone
<b>Heritage Area</b>	Wellow Conservation Area located on opposite side of rail line – however previously considered acceptable for gypsy and traveller use.
<b>Flood zone</b>	No
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Yes
<b>Provision for surface water and storm water drainage</b>	Yes
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	Open countryside location – albeit one previous deemed acceptable in landscape/visual terms. Site does however form part of a cluster of sites around the A616 and Newark Road junction, with the Shannon site also slightly to the north west. Whilst perhaps not a barrier to further intensification any new provision would need to be able to be integrated into its setting.
<b>Impact of site on amenity of local residents</b>	No
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Retention of existing screening – with supplementation as necessary. Preference for any mature planting/ trees to be retained.  Need to provide for suitable level of amenity and ability to meet spacing standards.
<b>Could the site meet current and future need?</b>	Potentially 3 current need and need to explore with owner’s further intensification to meet future need.
<b>Could the site only meet current need?</b>	Possibly.

<b>Can the configuration of the site be altered to meet future need?</b>	Potentially.
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	Yes for current need.

## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment


SITE BACKGROUND	
Site reference	GT24
Site name and address	The Stables Caravan Park, Wellow Road, Ollerton
Site plan:	 <p>The site plan shows a rectangular area outlined in red, labeled 'Caravan Site'. To the south of this area is a grey road and a blue pond labeled 'Pond'. The surrounding area is shown in yellow and green, with some buildings and paths indicated by black lines.</p>
Site planning status	Permanent permission
Planning history	11/00592/FUL - Proposed change of use of paddock to gypsy and traveller caravan site - Approved at appeal (26 <sup>th</sup> June 2012) (no more than 8 caravans of which no more than 4 will be static).
GTAA 2018 pitch number	4 – 4 x permanently occupied.
GTAA 2018 planning definition status	Meet planning definition – 4 pitches.
Additional current and future needs	Meet planning definition – 4 x new household formation.
Total pitch need 2016-2021	None
Total pitch need 2021-2031	Meet planning definition – 4 pitches.
Site area	
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Green Belt	No
SSSI	Natural England SSSI Risk Impact Zone
Heritage Area	Wellow Conservation Area located on opposite side of rail line – however previously considered acceptable for gypsy and traveller use.
Flood zone	No
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No

<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Yes
<b>Provision for surface water and storm water drainage</b>	Yes
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	Open countryside location – albeit one previous deemed acceptable in landscape/visual terms. Site does however form part of a cluster of sites around the A616 and Newark Road junction, with the Shannon site also slightly to the west. Whilst perhaps not a barrier to further intensification any new provision would need to be able to be integrated into its setting.
<b>Impact of site on amenity of local residents</b>	No
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Site is well screened along its south (towards the A616), western and northern boundaries. This should be retained/ supplemented as necessary. Preference for any mature planting/ trees to be retained.  The need to be able to provide for a suitable level of amenity and meet spacing standards.
<b>Could the site meet current and future need?</b>	Possibly as all need is from new household formation from younger children.
<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	Possibly.
<b>Are the residents in a position to take forward the planning application/deliver</b>	Yes.

**the site and  
intensification to  
meet planning  
conditions?**

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## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

<b>SITE BACKGROUND</b>	
<b>Site reference</b>	<b>GT25</b>
<b>Site name and address</b>	Dunromin, Wellow Green, Newark Road, Ollerton
<b>Site plan:</b>	
<b>Site planning status</b>	Tolerated
<b>Planning history</b>	<p>00/50614/FUL – Change of Use for the provision of private gypsy caravan site for four gypsy families (maximum 8 caravans) – Allowed at appeal (2<sup>nd</sup> January 2001)</p> <p>01/00534/FUL - Erection of north east boundary wall and 3 amenity blocks - Permitted (14<sup>th</sup> June 2001)</p>
<b>GTAA 2018 pitch number</b>	6 – 6 x permanently occupied.
<b>GTAA 2018 planning definition status</b>	Meet planning definition – 6 pitches.
<b>Additional current and future needs</b>	Meet planning definition – 2 x current need, 3 x 5-year need, 3 x new household formation.
<b>Total pitch need 2016-2021</b>	Meet planning definition – 5 pitches.
<b>Total pitch need 2021-2031</b>	Meet planning definition – 3 pitches.
<b>Site area</b>	
<b>Site ownership</b>	Private
<b>DEVELOPMENT CONSTRAINTS</b>	
<b>Green Belt</b>	No
<b>SSSI</b>	Natural England SSSI Risk Impact Zone
<b>Heritage Area</b>	Wellow Conservation Area located on opposite side of rail line – however other sites in the vicinity have been previously considered acceptable for gypsy and traveller use.
<b>Flood zone</b>	No
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.

<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but likely. Sites adjoining this location have been previously deemed acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Yes
<b>Provision for surface water and storm water drainage</b>	Yes
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	Open countryside location – albeit one previous deemed acceptable in landscape/visual terms. Site does however form part of a cluster of sites around the A616 and Newark Road junction, with the Shannon site also slightly to the south west. Whilst perhaps not a barrier to further intensification any new provision would need to be able to be integrated into its setting.
<b>Impact of site on amenity of local residents</b>	Residential properties immediately adjoin the site to the west, any intensification in the use of the site would need to be acceptable in terms of impact on amenity. Notwithstanding this the site has been previously considered acceptable at up to 8 caravans.
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Screening to sites boundaries should be retained/ supplemented as necessary. Potential amenity impacts on properties to the west would need to be taken account of and mitigated as necessary.  Site will need to be able to offer occupants a suitable level of amenity and allow for spacing standards to be met.
<b>Could the site meet current and future need?</b>	Whilst the site appears to be full, the owner said when interviewed that he needs an additional toilet block and a dayroom for the families use. He also wants permission for an additional four pitches for family use and said there is land available.
<b>Could the site only meet current need?</b>	Possibly
<b>Can the configuration of the site be altered to meet future need?</b>	Possibly.



<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	Yes for current need. Unknown for future need.
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## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT26
Site name and address	Greenwood, Wellow Green, Newark Road, Ollerton
Site plan:	<p>The site plan shows a residential area with several buildings outlined in orange. A large area is outlined in red, indicating the site location. The map includes labels for 'Pond', 'Wellow Green', 'Ded', 'Track', and a distance of '43.9m'.</p>
Site planning status	Tolerated
Planning history	08/01167/LDC - Application for certificate of lawful use of land as residential gypsy site. Allowed at appeal (3 <sup>rd</sup> September 2009) (use by up to 2 caravans for 8 months a year).
GTAA 2018 pitch number	4 – 4 x permanently occupied.
GTAA 2018 planning definition status	Undetermined – 4 pitches.
Additional current and future needs	Undetermined – 1 x new household formation.
Total pitch need 2016-2021	None.
Total pitch need 2021-2031	Undetermined – 1 pitch.
Site area	
Site ownership	Private

<b>DEVELOPMENT CONSTRAINTS</b>	
<b>Green Belt</b>	No
<b>SSSI</b>	Natural England SSSI Risk Impact Zone
<b>Heritage Area</b>	Wellow Conservation Area located on opposite side of rail line – however other sites in the vicinity have been previously considered acceptable for gypsy and traveller use.
<b>Flood zone</b>	No
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but likely. Sites adjoining this location have been previously deemed acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Yes
<b>Provision for surface water and storm water drainage</b>	Yes
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	Yes
<b>Impact of site on local character and amenity</b>	Open countryside location – albeit one previous deemed acceptable in landscape/visual terms. Site does however form part of a cluster of sites around the A616 and Newark Road junction, with the Shannon site also slightly to the south west. Whilst perhaps not a barrier to further intensification any new provision would need to be able to be integrated into its setting.
<b>Impact of site on amenity of local residents</b>	No
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No
<b>Constraints on design and layout of the site</b>	Screening to sites boundaries should be retained/ supplemented as necessary.  Site needs to be able to offer occupants a suitable level of amenity and allow spacing standards to be met.
<b>Could the site meet current and future need?</b>	Yes, as all of the need is from new household formation for younger children.

<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	Yes.
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	Yes.

## Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT27
Site name and address	Newark Road, Wellow
Site plan:	<p>The site plan shows a triangular area outlined in red, situated between Newark Road and a green-shaded area. The road is labeled 'NEWARK ROAD' and has a width of '56.4m' indicated. A distance of '45.1m' is marked between the road and a green-shaded area. The green-shaded area is labeled 'Co Const, ED &amp; Ward Box'. Other labels include 'MP 0', 'Def', 'The Limes', and '40m'.</p>
Site planning status	Permanent permission
Planning history	15/00457/FUL - Proposed traveller site including short-term transit pitches and utility block – allowed at appeal (5 <sup>th</sup> April 2017) (8 pitches – max of 1 caravan on each pitch).
GTAA 2018 pitch number	8 – 8 x not implemented, 6 of which are transit pitches.
GTAA 2018 planning definition status	Undetermined – 2 pitches.
Additional current and future needs	None.
Total pitch need 2016-2021	None.
Total pitch need 2021-2031	None.

<b>Site area</b>	
<b>Site ownership</b>	Private
<b>DEVELOPMENT CONSTRAINTS</b>	
<b>Green Belt</b>	No
<b>SSSI</b>	Wellow Dam and Grassland Local Wildlife Site located on the opposite side of Newark Road. Boughton Railway Banks Local Wildlife Site located on the section of the railway line to the north of Newark Road. However site previously deemed acceptable in this respect.  Natural England SSSI Risk Impact Zone.
<b>Heritage Area</b>	Located within Wellow Conservation Area – however considered acceptable for gypsy and traveller use at appeal.
<b>Flood zone</b>	No
<b>Contaminated land</b>	Unknown, but previously deemed acceptable for gypsy and traveller use.
<b>Within 250m of landfill site</b>	No
<b>Within high pressure gas pipeline safeguarding zone</b>	No
<b>Mains water and electricity available or accessible</b>	Unknown, but likely. Sites previously deemed acceptable for gypsy and traveller use.
<b>Sanitation available or capable of being provided</b>	Yes
<b>Provision for surface water and storm water drainage</b>	Yes
<b>Access to highway network</b>	Yes
<b>Primary school within 2km</b>	Yes
<b>GP surgery within 2km</b>	Yes
<b>Shops within 2km</b>	Yes
<b>Public transport route within 800m</b>	No
<b>Impact of site on local character and amenity</b>	Conservation Area and open countryside location – albeit one previous deemed acceptable. Site does however form part of a cluster of sites around the A616 and Newark Road junction, with the Shannon site also slightly to the south west. Whilst perhaps not a barrier to further intensification any new provision would need to be able to be integrated into its setting.
<b>Impact of site on amenity of local residents</b>	No
<b>Site can provide visual and acoustic privacy</b>	Yes
<b>Environmental concerns</b>	No

<b>Constraints on design and layout of the site</b>	<p>Screening to sites boundaries should be retained/ supplemented as necessary. Preference for any mature planting/ trees to be retained.</p> <p>Site will need to be able to offer occupants a suitable level of amenity and allow spacing standards to be met.</p>
<b>Could the site meet current and future need?</b>	Yes – the site now appears to have been developed
<b>Could the site only meet current need?</b>	n/a
<b>Can the configuration of the site be altered to meet future need?</b>	n/a
<b>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</b>	Yes – the site now appears to have been developed.