

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

November 2022

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 Publication Amended Allocations & Development Management DPD. This strategy is 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 (November 2022);
- Integrated Impact Assessment (2022);
- Statement of Consultation
- Gypsy & Traveller Site Deliverability Assessment (November 2021) – Appendix B to this document;
- Gypsy and Traveller Five Year Land Supply Statement (November 2022);
- Strategic Flood Risk Assessment Update (2016);
- Strategic Flood Risk Assessment Level 1 Refresh (2022);
- Strategic Flood Risk Assessment Level 2 Refresh (2022);
- Sequential Test Statement – Gypsy and Traveller Site Identification (2022);
- Tolney Lane Flood Alleviation Options Appraisal (2019);
- Tolney Lane Flood Alleviation Scheme (2022); and

- Winthorpe Open Break Review (2022).

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. It is however only the need from those households who met the planning definition and from those of the undetermined households who subsequently demonstrate that they meet it which should be formally considered as need arising from the GTAA. In line with Policy B of the PPTS it is the pitch requirements of these planning definition households (118 pitches) which provides the ‘local target’ and basis for the calculation of the five-year land supply.

2.7 In order to allow the five-year land supply calculation to be made the GTAA splits the 118 planning definition need into distinct five-year periods. This shows 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 “planning definition” Requirements Split by Five Year Period

Years	0-5 (2019-24)	6-10 (2024-29)	11-14 (2029-33)	15 (2033-34)	Total
Pitches	77	20	18	3	118

2.8 The GTAA made the recommendation that the need arising from households who met the planning definition be addressed through site allocation/intensification/expansion Local Plan Policies as appropriate. This alongside the approach towards undetermined and non-planning definition need is outlined in subsequent sections of this statement.

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.

Lisa Smith v The Secretary of State for Housing, Communities and Local Government and others [2021] EWHC 1650 (Admin) – High Court Decision Implications

- 2.11 Ground 1 of the claim concerned whether the definition of “Gypsies and Travellers” in Annex 1 of the Planning Policy for Traveller Sites 2015 is unlawfully discriminatory. In that for example Gypsies or Travellers who have permanently ceased to travel due to old age, disability or due to caring responsibilities would be excluded. The High Court challenge was however against a specific planning appeal and not a Judicial Review against the PPTS or NPPF. This was made clear as part of the judgement, with the outcome being that the appeal was allowed, the Inspectors decision quashed and the case remitted to the Secretary of State for redetermination. In respect of implications for the GTAA the current view of the Council is that:
- The PPTS and NPPF remain statutory national planning policy covering this area; and
 - That the GTAA considers the needs of all forms of Traveller, and so there would be no need to revisit this piece of the evidence base.

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. The local target in this instance is the **77 pitch** planning definition requirement 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 **20 pitch** planning definition requirement in the 2024-29 second five-year tranche. 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 assessment – with inward and outward migration in balance with one another. This means that net pitch requirements are driven by locally identified need rather than speculative modelling assumptions.
- 3.4 Therefore, only pitches identified through the Plan which subsequently accommodate a household that form a component of the ‘planning definition’ need, identified through the GTAA, will contribute supply against the local targets. Site owners promoting entirely new site allocations have been engaged with to ensure this is understood. Where an existing site with a GTAA has been identified in the Plan then attempts have been made to reflect its need profile through the policy wording (addressing planning definition, undetermined and non-definition needs as appropriate and possible). Policy controls have been included within site allocation policies to ensure that newly identified pitches remain available for the purposes of meeting locally identified need.

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 numbers 40 in total, and each 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 143-155 pitches, from the following sources;
- Contributions from existing Traveller sites (73 pitches,);
 - The allocation of new sites in private ownership (36 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 publication plan are listed below.

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

Site	Pitches Identified
Contributions from Existing Sites	
NUA/GRT/1 - Park View, Tolney Lane, Newark	13
NUA/GRT/2 - Bowers Caravan Site, Tolney Lane, Newark	3
NUA/GRT/3 - Hose Farm, Tolney Lane, Newark	9
NUA/GRT/4 - Land opposite Ropewalk Farm (Farm View), Tolney Lane, Newark	3
NUA/GRT/5 - Sandhill Sconce, Tolney Lane, Newark	11
NUA/GRT/6 – The Paddocks, Tolney Lane, Newark	3
NUA/GRT/7 – Hiram’s Paddock, Tolney Lane, Newark	7
NUA/GRT/8 – Taylor’s Paddock, Tolney Lane, Newark	1
NUA/GRT/9 – Price’s Paddock, Tolney Lane, Newark	1
OB/GRT/1 – Shannon Caravan Site, Ollerton	9
OB/GRT/2 – The Paddock, Ollerton	3
OB/GRT/3 – The Stables, Ollerton	4
OB/GRT/4 – Dunromin, Ollerton	5
OB/GRT/5 – Greenwood, Ollerton	1
New Site Allocations in Private Ownership	
NUA/GRT/12 – Land at Chesnut Lodge, Barnby-in-the-Willows	20
NUA/GRT/14 – The Old Stable Yard, Newark	14
NUA/GRT/15 – Land at Appleby Lodge, Newark	2
Sites Facilitated by Council Action	
NUA/GRT/13 – Former Belvoir Ironworks, Newark	15 – 27
NUA/GRT/10 – Church View, Tolney Lane, Newark	10
NUA/GRT/11 – Riverside Park, Tolney Lane, Newark	9

3.12 Broken down across the three categories of need this overall provision is as follows;

Table 3: Overall Pitch Supply from Sites Identified within the Publication DPD

Need Type	GTAA Requirement (Pitches)	Planned Supply (Pitches)
Planning Definition Households	118	120-132
Undetermined Households	21	9
Non-Planning Definition Households	30	14
		143-155

3.13 As can be seen from this summary, the strategy within the Publication Draft DPD exceeds the overall planning definition requirement (comfortably so, were the upper range to be delivered). This level of provision within the planning definition category allows some additional flexibility which could then provide additional capacity to further address the needs of the undetermined and non-planning definition

households. Though considerable levels of provision are identified through the plan for these categories, with roughly half the forecast need able to be addressed.

- 3.14 The separate Five-Year Land Supply Statement (November 2022) provides the detail in terms of the first five-year requirements from Policy B of the PPTS. However, the conclusions are summarised below.

Table 4: Five-Year Land Supply Calculation

	Total	Annualised
Requirement		
GTAA 'planning definition' Requirement (2019-24)	77	15.4
Completed Pitches Contributing 'planning definition' Supply (2019-24)	1	
Adjusted GTAA 'planning definition' Requirement	76	15.2
Supply		
Pitches with Implementable Planning Permission	0	
Deliverable Land Supply from Site Allocations (2019-24)	80	
No. of Years' Supply		
Against requirement (80 / 15.2 = 5.26)	5.26 years	

- 3.15 In order to ensure that the projected supply for the above calculation was realistic and achievable, it was only assumed that the 'planning definition' need for existing sites identified by the GTAA and 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, thus satisfying Policy B part a) in the PPTS.
- 3.16 In terms of part b) of the PPTS policy the planning definition need for years 6-10 (2024-29) is 20 pitches. The Strategy identifies an overall supply of planning definition pitches which ranges between 120-132, with 80 having been identified to address the first five year need this leaves a residual supply equating to between 40-52 pitches. There is therefore a supply of pitches for planning definition households which significantly exceeds the second five-year requirement on specific deliverable sites. Consequently, the Strategy exceeds the minimum requirements of Policy B in the PPTS, which would need this to be demonstrated through 'broad locations'.
- 3.17 Even were one to conservatively consider the two sites the Council hopes to see brought back into exclusive Traveller use (NUA/GRT/10 and 11) which cumulatively account for 19 pitches as broad locations, then the policy test is still cleared. Indeed, in the Councils view the strategy is closer to fully satisfying the PPTS policy, with a residual supply at its upper end, after accounting for years 0-5 and 6-10, of 22 pitches available to service the 21 pitch need between years 11-15.
- 3.18 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 all 40 sites, forming the pool of potential sites 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	160	95	201	36	10	0	502
Grand Total	160	95	201	36	10	0	502

- 4.8 The above however provides a slightly distorted picture, and the pitch yield is much reduced if the profile of the May be Suitable sites is looked at in more detail. May be Suitable Sites which are both available and achievable number 21 in total and have been assessed as having the capacity to accommodate 245 pitches. In some cases this yield is however 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 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 refresh of the SFRA Level 1 and 2 (2022) 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 publication plan. This process is fully detailed in the Sequential Test statement.
- 4.12 The methodological approach for the Test followed national policy and guidance in place at the time of its production. There has however been subsequent changes made to the flood risk content in the Planning Practice Guidance. These changes have required the refresh of the Level 1 and Level 2 SFRA – and the emerging findings have not indicated any implications for the Sequential Test Statement which would require it to be fundamentally revisited. This will however be reviewed once the final Level 1 and 2 refresh documents are published, early within the representation period.
- 4.13 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 18 of the 24 sites which could be described as in or around the Newark Urban Area can be found at Tolney Lane.
- 4.14 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.
- 4.15 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 results show positive site-level effects from a reduction in flood risk perspective then this has been taken account of.

4.16 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 (Part 1) Summary of Results

	Newark Urban Area	Rest of District	Pitches
Overall Pitch Requirement (2013-33)	N/A	N/A	169
Planning Definition Pitch Requirement (2013-33)	N/A	N/A	118
Flood Zone 1 Pitch Yield	22	71*	93
Flood Zone 2 Pitch Yield	29-41	0	29-41
Flood Zone 3 Pitch Yield	0	0	0
	51-63	71	122-134

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

4.18 Purely based on site capacities then there is insufficient land in Flood Zone 1 to meet either the overall or planning definition pitch requirements. Indeed, it is notable that the pitch availability in the rest of the District (71 pitches) is inflated by the extension to the Shannon Caravan Park, which discussions with the owners have confirmed to only be available to meet residual need from neighbouring sites or new households moving into the District. It is therefore not available to meet general locally identified need. Furthermore it would not be suitable to seek to meet need generated in the Newark Area at Ollerton – 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, with provision in there only accounting for between 42-47% under that scenario. Were the 71 pitches at the Shannon extension to be discounted then the impact on yields is stark, as shown below.

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

	Newark Urban Area	Rest of District	Pitches
Overall Pitch Requirement (2013-33)	N/A	N/A	169
Planning Definition Pitch Requirement (2013-33)	N/A	N/A	118
Flood Zone 1 Pitch Yield	22	22	44
Flood Zone 2 Pitch Yield	29-41	0	29-41
Flood Zone 3 Pitch Yield	0	0	0
	51-63	22	73-85

4.19 It was therefore clear from Part 1 of the Test that it would not possible to formulate a strategy purely based on sequentially preferable land away from Tolney Lane - and so Part 2 would need to be engaged.

Table 8: Sequential Test (Part 2) Summary of Results

	Pitches
Overall Pitch Requirement (2013-33)	169
Planning Definition Pitch Requirement (2013-33)	118
Stage 1	
Flood Zone 1 Pitch Yield	93
Flood Zone 2 Pitch Yield	29-41
Flood Zone 3 Pitch Yield	0
Total Pitch Yield	122-134
Total Pitch Yield – Shannon Extension	73-85
Stage 2	
Tolney Lane Flood Zone 1 Yield	0
Tolney Lane Flood Zone 2 Yield	1
Tolney Lane Flood Zone 3 Yield	69
Total Pitch Yield	70
Overall Yields	
Stage 1 + Stage 2 Overall Pitch Yield	192-204
Stage 1 + Stage 2 Yield – Shannon Extension	143-155

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 could be met. Exceeding that target by 23-35 pitches would appear to give the impression of greater flexibility than exists. The presence of the Shannon Site Extension (19_0011) 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.

4.21 The strategy includes the Shannon as a broad location to assist with meeting need in and around the Ollerton/Wellow area if necessary, which is the most appropriate

approach for that site. Discounting it from the supply leaves the strategy able to support between 143-155 pitches across Flood Zones 1, 2 and 3(a)- exceeding the minimum requirements of the PPTS and removing the prospect of additional pitches being brought forward within the functional floodplain (Flood Zone 3b). Caravans are a highly vulnerable use in flood risk terms, and following national Planning Practice Guidance not compatible with Flood Zone 3a and b. However, it is not possible from appropriate, available and achievable sites to service even the planning definition need within the first five year tranche (79 pitches) from appropriate sites in Flood Zones 1 and 2- if they are delivered at the lower end of the yield range (74 pitches). Such an approach would also assume that all of those pitches would be available to planning-definition Travellers, which isn't the case with respect to existing sites with a GTAA need. On those sites the assumptions over what the site will be available to accommodate has been determined by its need profile from the GTAA.

- 4.22 The above necessitates the identification of land within Flood Zone 3a, and in some cases land which also have marginal areas within Zone 3b – but that where additional pitches could be realistically restricted to areas at lesser risk. Given the lack of alternative options available to the Council then there is no more sequentially preferable strategy in flood risk terms to that proposed through the Publication Plan. Accordingly, the Strategy passes the Sequential Test.
- 4.23 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 as part of the Level 2 SFRA refresh. The draft conclusions do not indicate that proposed site allocations will fail to pass this threshold, but this will be confirmed once finalised and at an early stage within the publication period.

Tolney Lane

- 4.24 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.
- 4.25 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.

- 4.26 This situation is something which the Council is extremely mindful of, and 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
- 4.27 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.
- 4.28 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.
- 4.29 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 provide 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 has been considered through the design of arrangements, which would allow the area to continue to function whilst the road improvements are implemented.
- 4.30 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 the combination of the road and provision of site-level measures. As outlined previously the Council considers that the strategy as a whole, incorporating this approach towards Tolney Lane, passes the Sequential and Exception Tests.

- 4.31 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.
- 4.32 Whilst the strategy identifies 70 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 70 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. This results in the following net pitch position for Tolney Lane.

Table 9: Tolney Lane Net Additional Pitches

Site	Pitches Allocated	Pitches Removed	Net Additional Pitches	Notes
Park View, Tolney Lane	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.
Bowers Caravan Site, Tolney Lane	3	0	3	
Church View, Tolney Lane	10	35	-25	35 pitches/plots, occupied by non-Travellers. Proposals would result in their removal
Shannon Falls, Tolney Lane	0	0	0	No need identified within the GTAA
Hose Farm, Tolney Lane	9	0	9	
Land opposite Ropewalk Farm (Farm View), Tolney Lane	3	0	3	

Castle View, Tolney Lane	0	0	0	
Riverside Park, Tolney Lane	9	27	-18	27 pitches/plots occupied by non-Travellers. Proposals would result in their removal
The Paddocks, Tolney Lane	3	0	3	
New Paddocks and Ark Bungalow, Tolney Lane	0	0	0	
Sandhill Sconce, Tolney Lane	11	0	11	
Hirram's Paddock, Tolney Lane	7	0	7	
Taylor's Paddock, Tolney Lane	1	0	1	
Price's Paddock, Tolney Lane	1	0	1	
Green Park, Tolney Lane	0	10	-10	Site currently has temporary consent for 20 caravans. 10 pitches recorded in GTAA. Proposals would result in their removal
Maryland Paddocks, Tolney Lane	0	17	-17	Site host to 17 unauthorised pitches which would be removed through proposals.
Ropewalk Farm, Tolney Lane	0	0	0	
The Burrows, Tolney Lane	0	0	0	
	70	89	-19	

- 4.33 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 8 pitches. This level of growth is minimal, and forms part of a comprehensive wider Strategy with significant positive attributes.
- 4.34 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 18 pitches.

- 4.35 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. Given the need for this to be undertaken on a cumulative basis then it is only the Council who can carry out the work – as individual sites will be brought forward on a site-by-site basis. The Council is confident that such capacity does exist, particularly in-light of the minimal net additional pitches and level of occupation being facilitated. However it will nonetheless commission this assessment, to ensure that at the point of Submission it is content that sufficient capacity exists.
- 4.36 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.
- 4.37 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

- 4.38 As was outlined in Section 3 of the paper there is a strong contribution towards meeting the needs of undetermined households through the identification of existing households. With roughly half the needs identified through the GTAA capable of being addressed in this way. This approach exceeds the requirements of national policy given that the requirements of such households are not considered a formal need arising through the GTAA which needs to be addressed. In terms of the residual need then the adopted criteria within Core Policy 5 will be used to assess windfall proposals. These criteria were amended by the ACS Inspector to ensure there was not an ‘unacceptably high bar’ to sites coming forward. It is considered that the criteria are sufficiently flexible and accommodating as to allow for permissions on suitable land to be granted and allow any residual non-GTAA Traveller needs to be met.

Integrated Impact Assessment

- 4.39 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 set out a range of preferred approaches across various issues- underpinned by the evidence available at the time. As matters have moved forwards this strategy has been refined, and a small number of amendments made. The comments received at the Options Report stage and the Councils responses to them are detailed in the Statement of Consultation. This section details the elements of the strategy which have significantly changed between the Options Report and publication of the Draft Amended Allocations & Development Management DPD.

The Old Stable Yard, North of Winthorpe Road, Newark

- 5.2 The significant change, in terms of the GRT strategy, moving from the Options Report into the Publication plan has been the introduction of the Old Stable Yard as a site allocation. Locationally the site has always been considered to have reasonable access to services and facilities and consistent with the aim of provision being made in and around the Newark Urban Area. The sites appeal history was however significant to its previous categorisation as not suitable. Consequently, allocation of the site did not form part of the strategy at the Options Report stage. However, the consultation document confirmed that further work was underway to review the Open Break designation which the site is situated within, in-light of the emerging A46 Newark Northern Bypass route and design with the outcome of this informing the next stage of the Plan Review. Nevertheless, it was detailed that even were the Open Break issues overcome then the original appeal Inspector had still identified other environmental concerns (flood risk and noise) which outweighed the personal circumstances of the occupants.
- 5.3 Following the Options Report consultation the appeal was re-heard, as a result of the original decision being quashed via Judicial Review. Crucially the second Inspector

arrived at the same conclusions as the first – with the result being that the appeal was dismissed. Subsequently the further Open Break review was then concluded, and the full detail can be seen in the review document itself.

- 5.4 The objective for the commission was to assess the potential impacts upon the existing Winthorpe Open Break designation from proposed road infrastructure works to the A46 and potential new development (the Traveller site) within the existing open break. In terms of the A46 proposals, the work concluded that based on current details the Open Break designation remains capable of fulfilling its purpose and should be maintained. But that this ought to be revisited as part of a future round of Plan-making, once the details of the road scheme are fixed. With respect to the impact of the Traveller site, it was concluded to have a level of impact restricted to that of a local nature - subject to inclusion of a series of mitigation measures. These measures were consequently incorporated into the site allocation policy. Subject to the site being brought forward in this way then it would not compromise the designation. Given the extent of local need for Traveller pitches, and the lack of suitable and available alternatives the site is capable of clearing the threshold of built development not normally being acceptable within the designation.
- 5.5 The findings around the Open Break represent a material change in circumstance from the most recent appeal decision, and the new evidence demonstrates the site to be capable of being acceptable in terms of its impact on the Open Break. This leaves the matters of flood risk and noise to resolve. With regards to flood risk, the site has passed the Sequential Test as outlined earlier. In terms of the Exception Test the Level 2 SFRA refresh work is addressing the requirement – with the initial findings appearing satisfactory in this regard. Should this be confirmed on receipt of the final assessment then the Council is comfortable that the previous issues around flood risk can be overcome.
- 5.6 Turning to noise, the advice received by the Council up to this point has been that the issue cannot be fully mitigated. The proposed measures within the site allocation policy will assist in reducing, but not totally resolving, the negative impact on residential amenity. There is ultimately a level of pragmatism inherent to the Council's decision to identify the site, with the lack of alternative more suitable options a key factor. The supply position has tightened from the Options Report stage- with Trent Lane, Newark having fallen away as a deliverable site and the yield for Belvoir Ironworks being reduced. It was also assumed that the full need from sites in the Ollerton/Wellow area would be able to be addressed through existing sites. This has limited the degree of choice which previously appeared to exist. It is accepted that the noise issue is unlikely to be fully addressed, but as the single remaining constraint associated with the site and given the lack of alternative options elsewhere to address the locally identified needs of Travellers it is considered that the strong positive benefits to pitch supply from allocation outweigh this single consideration.

Land at Appleby Lodge, Barnby Road, Newark

- 5.7 Given its location within the Urban Boundary for the Newark Urban Area the site has always been considered suitable in locational terms, with good access to services and facilities. The reason the site did not previously form part of the strategy, and was considered not suitable was down to a failure to demonstrate that satisfactory access arrangements could be provided. Following the Options Report the site owners have made this demonstration through identification of alternative arrangements to those previously shown, which the Highways Authority are satisfied with.
- 5.8 In appraising the site in further detail as part of the GTLAA it became apparent that the land is bisected by an oil pipeline, which has a protective buffer 6m either side – within which built development should not occur. At this moment in time it is unclear as to whether the land to the north of the pipeline is developable – with the impact of traffic passing over the pipeline needing to be investigated in detail. Therefore, the allocation solely concerns the area accessible to the south - and the 2 pitch contribution towards locally identified need reflects the owners aspirations. The land to the north is identified as a broad location, able to be brought forward if concerns around the pipeline are positively addressed.

Shannon Caravan Site Extension – Broad Location

- 5.9 The site was categorised as suitable, but given the previous assumptions around existing sites in the Ollerton/Wellow area being able to service their full needs it was not deemed necessary to incorporate it into the strategy. Subsequently as a result of the formalisation of the Site Deliverability Assessments it became apparent that this may not be the case and there may be some uncertainty over the ability of some of those sites to do so beyond the first five year period. Discussions were held with the owners of the land who confirmed that the site would be available to meet the residual needs of neighbouring sites. Accordingly, it has been identified as a broad location, available for use for this purpose should the need arise after the first five-year period.

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 undertaking detailed site investigations at the time of writing. 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. This process will continue to accelerate with additional highways capacity work to be undertaken on the Tolney Lane/Great North Road junction. The scheme will then 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

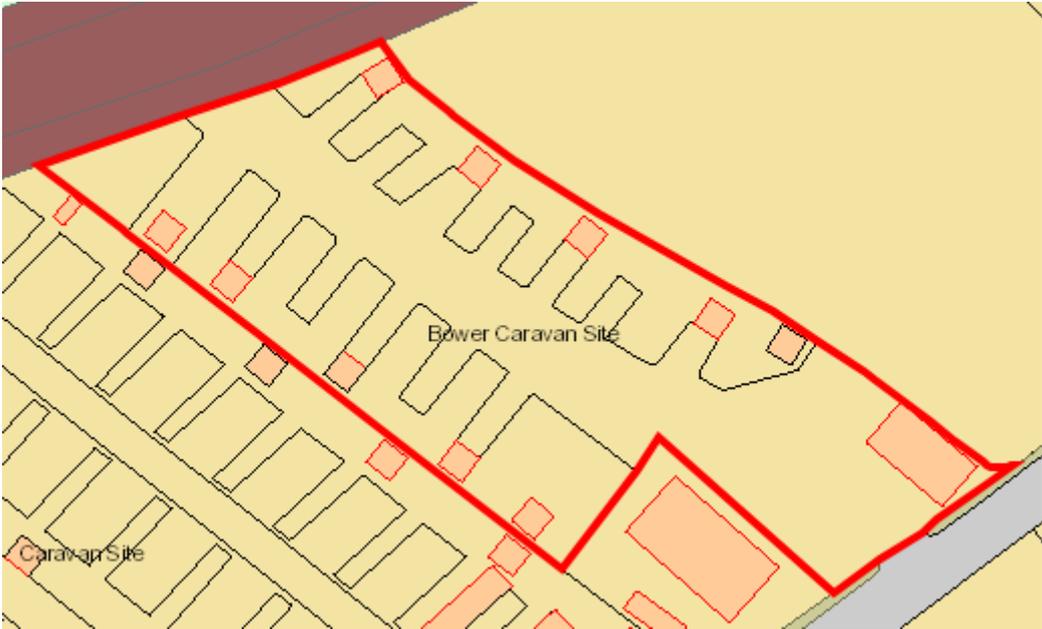
SITE BACKGROUND	
Site reference	GT1
Site name and address	Park View (The Abattoir/ The Bungalow), Tolney Lane, Newark
Site plan:	
Site planning status	Temporary consent (expires 30 th November 2021)
Planning history	<p>11/01509/FUL - Change of use of former abattoir site and paddock to form site for 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>
GTAA 2018 pitch number	15 – 8 occupied permanently and 7 transit pitches
GTAA 2018 planning definition status	7 x meet planning definition 1 x does not meet planning definition
Additional current and future needs	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
Total pitch need 2016-2021	Meet planning definition – 8 pitches. Do not meet planning definition – 3 pitches
Total pitch need 2021-2031	Do not meet planning definition – 2 x new household formation
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 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.
Contaminated land	Unknown, but unlikely as has been previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but likely. Sites previously deemed acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Unknown, but likely. Site previously deemed acceptable for gypsy and traveller use.

Provision for surface water and storm water drainage	Unknown, but previously deemed acceptable for gypsy and traveller use.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	Conservation Area - but given planning history has been previously determined acceptable for gypsy and traveller use.
Impact of site on amenity of local residents	None other than that of neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	<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>
Could the site meet current and future need?	Yes for 11 pitches – through the regularisation of temporary planning permissions and layout changes to set out pitches and transit areas.
Could the site only meet current need?	n/a
Can the configuration of the site be altered to meet future need?	n/a
Are the residents in a position to take forward the planning application/deliver the site and intensification to	Yes.

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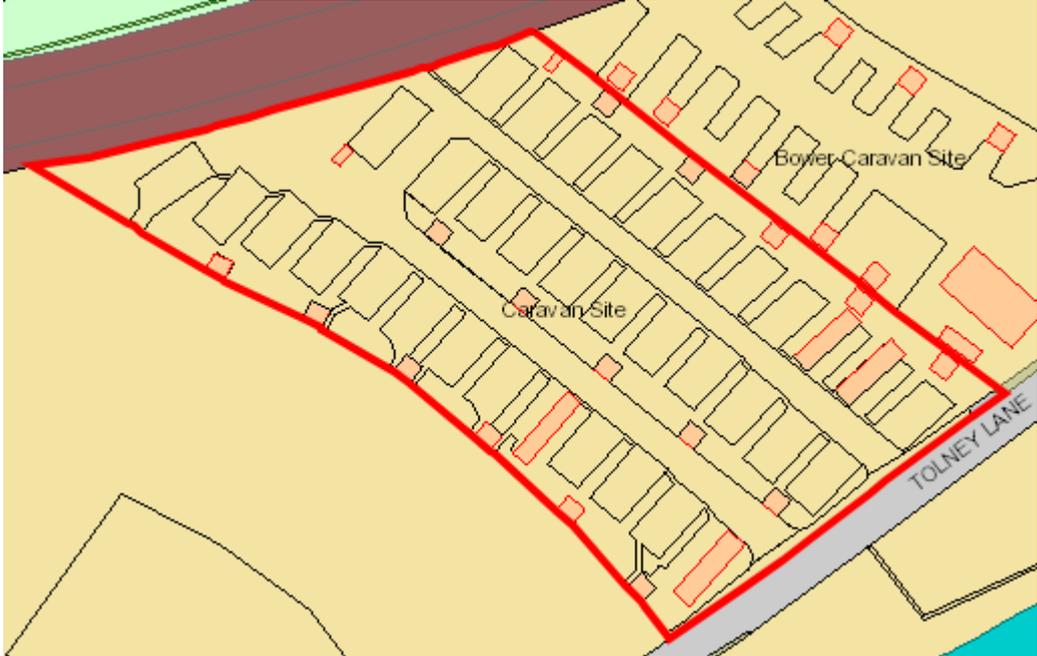
Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT2
Site name and address	Bowers Caravan Site, Tolney Lane, Newark
Site plan:	 <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>
Site planning status	Permanent planning permission
Planning history	<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 (13th April 1976)</p> <p>0177242 - Use as caravan site for 3 caravans – permitted (14th September 1976)</p>
GTAA 2018 pitch number	20 – Set out as 16 pitches, 13 permanently occupied, 3 transit pitches.
GTAA 2018 planning definition status	<p>Meet planning definition – no pitches.</p> <p>Do not meet planning definition – no pitches.</p> <p>Undetermined – 13 pitches.</p>
Additional current and future needs	Undetermined – 3 x new household formation
Total pitch need 2016-2021	None
Total pitch need 2021-2031	3
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
Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but likely. Site previously deemed acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Unknown, but previously deemed acceptable for gypsy and traveller use.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	Adjacent to Newark Conservation Area.
Impact of site on amenity of local residents	None other than that of neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	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
Could the site meet current and future need?	Yes – highly likely that 3 pitches for future need can be met on the site through natural turnover.
Could the site only meet current need?	n/a
Can the configuration of the site be altered to meet future need?	n/a
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	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

SITE BACKGROUND	
Site reference	GT3
Site name and address	Church View, Tolney Lane, Newark, NG24 1DA (Bowers)
Site plan:	
Site planning status	Tolerated (Permanent) (Since March 1993)
Planning history	93/51232/LDC – Use land as a caravan site – Application Permitted (18 th March 1993) 94/51261/FUL – Erection of 19 wc/store blocks to serve 35 residential caravans – Application Permitted (29 th November 1994)
GTAA 2018 pitch number	35 – 2 x permanently occupied, 33 x non-Travellers
GTAA 2018 planning definition status	Meet planning definition – no pitches. Do not meet planning definition – 1 pitch. Undetermined – 1 pitch.
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	Adjacent to Newark Conservation Area

Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but site previously deemed acceptable for development.
Sanitation available or capable of being provided	Unknown, but 94/51261/FUL included erection of 19 wc/store blocks to serve caravans.
Provision for surface water and storm water drainage	Unknown, but previously deemed acceptable for gypsy and traveller use.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	Adjacent to Conservation Area and Newark's Historic Core – but planning history has been previously determined acceptable for gypsy and traveller use.
Impact of site on amenity of local residents	None, other than that of neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	<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>
Could the site meet current and future need?	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>
Could the site only meet current need?	n/a
Can the configuration of the site be altered to meet future need?	n/a
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	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 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 (24th 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 (6th 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 (14th 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	

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 to Newark Conservation Area
Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but site previously deemed acceptable for development.
Sanitation available or capable of being provided	Connection to mains sewer included as part of 18/02167/FUL application.
Provision for surface water and storm water drainage	Unknown, but site previously deemed acceptable for gypsy and traveller use.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	Conservation Area – but planning history has been previously determined acceptable for gypsy and traveller use.
Impact of site on amenity of local residents	None other than that of neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	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>
Could the site meet current and future need?	Yes 8 pitches for the un-developed pitches. If the temporary permission were to be regularised.
Could the site only meet current need?	n/a
Can the configuration of the site be altered to meet future need?	n/a
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	Yes – site has now been implemented and partially occupied.

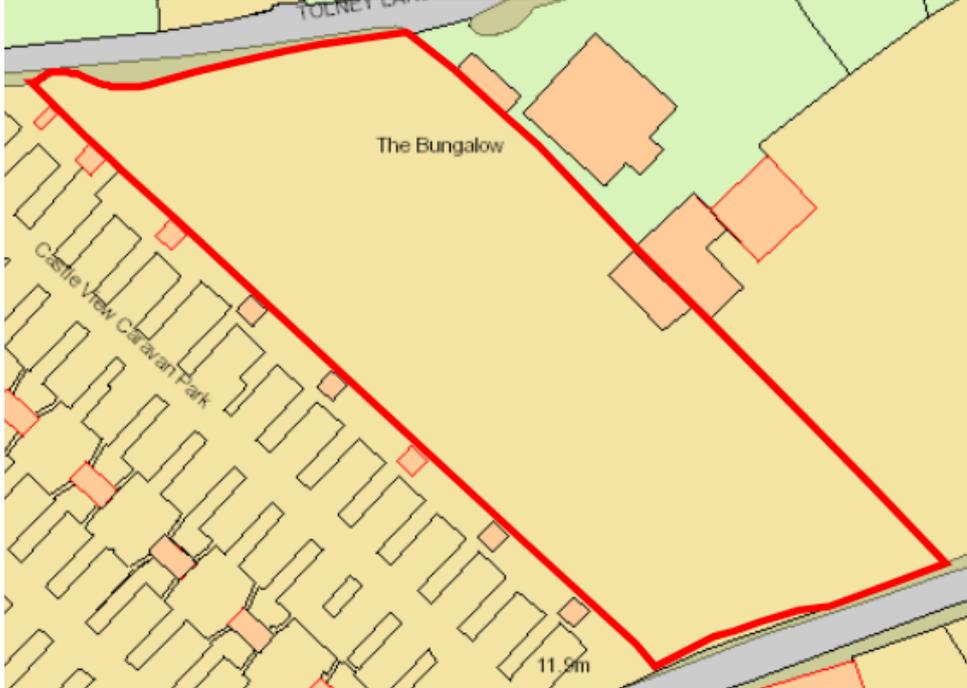
Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

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 th 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

Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but site previously deemed acceptable for gypsy and traveller occupation.
Sanitation available or capable of being provided	Unknown, but connection to mains sewer included as part of original application.
Provision for surface water and storm water drainage	Unknown, but previously deemed acceptable for gypsy and traveller use.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	Adjacent Newark Conservation Area but planning history has been previously determined acceptable for gypsy and traveller use.
Impact of site on amenity of local residents	None other than that of neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important
Could the site meet current and future need?	Yes, due to 9 vacant pitches.
Could the site only meet current need?	Yes – 2 pitches as there were 9 vacant pitches at the time of the GTAA.
Can the configuration of the site be altered to meet future need?	Site could be reconfigured to create individual pitches.
Are the residents in a position to take forward the planning application/deliver	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.

the site and intensification to meet planning conditions?	
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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

Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but site previously deemed acceptable for development.
Sanitation available or capable of being provided	Unknown, but site previously deemed acceptable for development.
Provision for surface water and storm water drainage	Unknown, but site previously deemed acceptable for gypsy and traveller use.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	No
Impact of site on local character and amenity	Close to Newark Conservation Area but planning history has been previously determined acceptable for gypsy and traveller use.
Impact of site on amenity of local residents	None other than that of neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important.
Could the site meet current and future need?	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.
Could the site only meet current need?	n/a
Can the configuration of the site be altered to meet future need?	Site could be reconfigured to provide individual pitches.
Are the residents in a position to take forward the planning application/deliver	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.

the site and intensification to meet planning conditions?	
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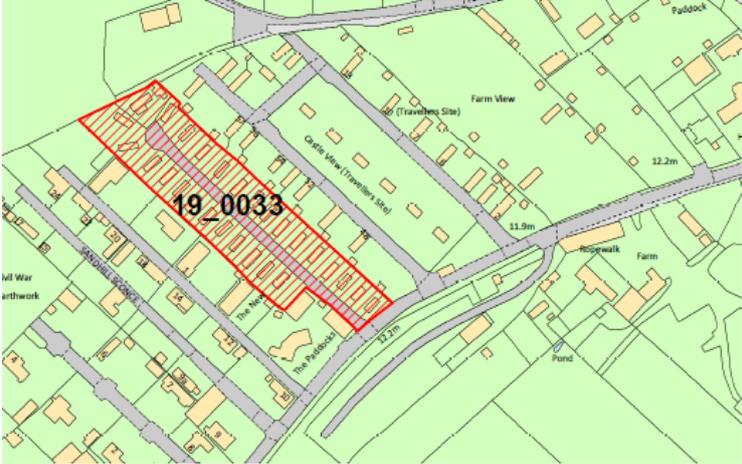
Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

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 th October 1985) 01861132 – Water tank room over wash house – Application Permitted (17 th 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	

Green Belt	No
SSSI	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
Heritage Area	Situated in between Newark Conservation Area to east and ancient monument to west.
Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but assume this is the case as previously considered acceptable for gypsy traveller use.
Sanitation available or capable of being provided	Unknown, but assume this is the case as previously considered acceptable for gypsy traveller use.
Provision for surface water and storm water drainage	Unknown, but site previously deemed acceptable for gypsy and traveller use.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	No
Impact of site on local character and amenity	Close to Newark Conservation Area but planning history has been previously determined acceptable for gypsy and traveller use.
Impact of site on amenity of local residents	None other than that of neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important
Could the site meet current and future need?	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.

Could the site only meet current need?	n/a
Can the configuration of the site be altered to meet future need?	Unlikely but could explore area of undeveloped land by the site entrance.
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	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.

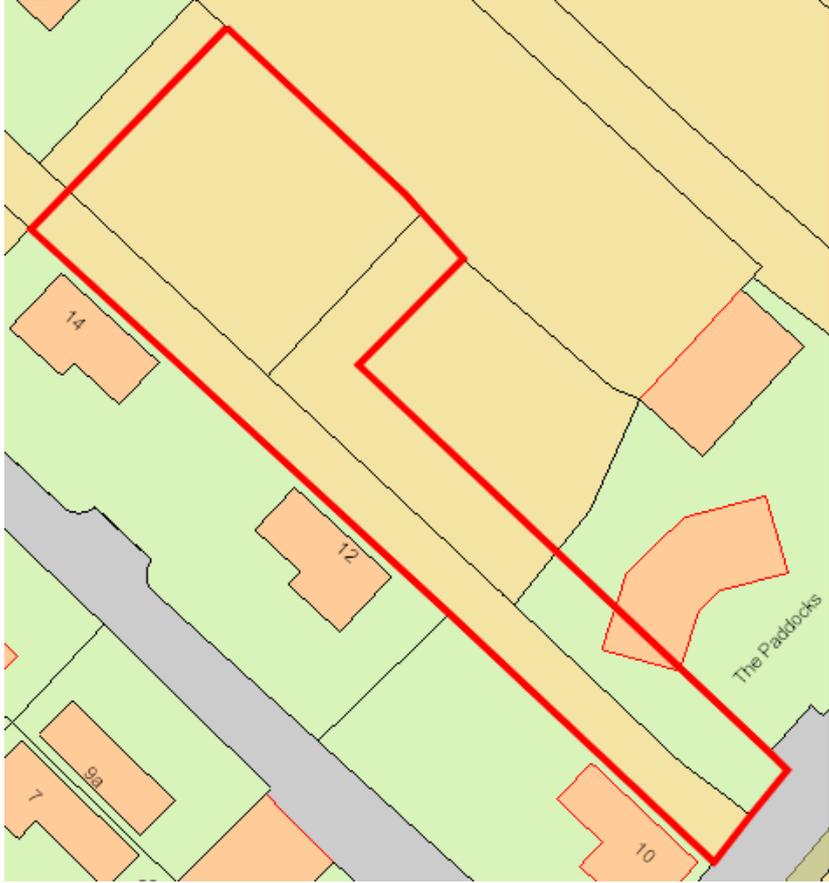
Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

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 (13th April 1976)</p> <p>0177243 – Continued use as caravan site for 20 caravans – Permitted (14th September 1977)</p> <p>01890225 – Increase number of caravans to 23 static and 4 touring – Permitted (31st 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.
Contaminated land	Unknown – considered unlikely given previous deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but likely. Previously deemed acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Unknown, but likely. Previously deemed acceptable for gypsy and traveller use.
Provision for surface water and storm water drainage	Unknown, but likely. Previously deemed acceptable for gypsy and traveller use.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	No
Impact of site on local character and amenity	In proximity to Newark Conservation Area but planning history has been previously determined acceptable for gypsy and traveller use.
Impact of site on amenity of local residents	None other than that of neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important
Could the site meet current and future need?	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.
Could the site only meet current need?	n/a
Can the configuration of the site be altered to meet future need?	n/a
Are the residents in a position to take forward the planning application/deliver	n/a

the site and intensification to meet planning conditions?	
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Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT9
Site name and address	The Paddocks, Tolney Lane, Newark, NG24 1DA
Site plan:	
Site planning status	Tolerated
Planning history	<p>01/01244/FUL – Change of use of agricultural land to residential caravan site and erection of amenities block- permitted (11th September 2001)</p> <p>00/50559/FUL – Change of use of agricultural land to residential caravan site complete with amenities block – Application permitted (22nd February 2001)</p>
GTAA 2018 pitch number	3 – 2 x permanently occupied, 1 x unimplemented
GTAA 2018 planning definition status	Meet planning definition – 2 pitches.
Additional current and future needs	Meet planning definition – 1 x current need, 1 x 5-year need, 1 x new household formation.
Total pitch need 2016-2021	Meet planning definition – 2.
Total pitch need 2021-2031	Meet planning definition – 1.
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	Located in close proximity to Sandhill Sconce Scheduled Ancient Monument.
Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for development
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but likely. Site previously deemed acceptable for gypsy traveller use.
Sanitation available or capable of being provided	Unknown, but likely. Application approved included provision of amenity block.
Provision for surface water and storm water drainage	Unknown, but previously deemed acceptable for development
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	No
Impact of site on local character and amenity	In proximity to Newark Conservation Area and ancient monument but planning history has been previously deemed acceptable for gypsy and traveller use.
Impact of site on amenity of local residents	None other than that of gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	Tree Preservation Order N152 – Group 43 extends along boundary with Riverside Park, Group 40 along northern boundary.
Constraints on design and layout of the site	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.
Could the site meet current and future need?	Yes
Could the site only meet current need?	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.

Can the configuration of the site be altered to meet future need?	There appears to be sufficient room to accommodate the required pitches if the site were to be reconfigured.
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	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	
Site reference	GT11
Site name and address	Sandhill Sconce, Tolney Lane, Newark
Site plan:	 <p>The site plan shows a residential caravan site with 26 numbered plots. A central road is labeled 'SANDHILL SCONCE'. To the west, there is a green area labeled 'Civil War Earthwork'. To the east, 'Riverside Park' is visible. The site is bounded by 'Tolney Lane' to the north and 'Caravan' to the east. Various buildings and structures are shown in orange and red on the plan.</p>
Site planning status	Authorised
Planning history	<p>96/51268/FUL – Change of use of agricultural land to residential caravan site and erect 10 amenities block – Permitted (21st 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 (8th 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 (7th 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 (20th February 2001)</p>
GTAA 2018 pitch number	23 – 23 x permanently occupied.
GTAA 2018 planning definition status	Meet planning definition – 9 pitches. Do not meet planning definition – 5 pitches.

	Undetermined – 10 pitches.
Additional current and future needs	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.
Total pitch need 2016-2021	Meet planning definition – 9 pitches. Do not meet planning definition – 2 pitches.
Total pitch need 2021-2031	Meet planning definition – 4 pitches. Do not meet planning definition – 1 pitches. Undetermined – 4 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	Sandhills Scheduled Ancient Monument immediately adjacent to site.
Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but likely. Previously deemed acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Unknown, but previously deemed acceptable for gypsy and traveller use.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	No
Impact of site on local character and amenity	No

Impact of site on amenity of local residents	None other than that of neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	Tree Preservation Order N152 –Group 40 along northern boundary.
Constraints on design and layout of the site	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.
Could the site meet current and future need?	Unknown.
Could the site only meet current need?	Yes – most of the pitches are very large and could be sub-divided.
Can the configuration of the site be altered to meet future need?	Potentially through subdivision of some of the larger pitches.
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	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.

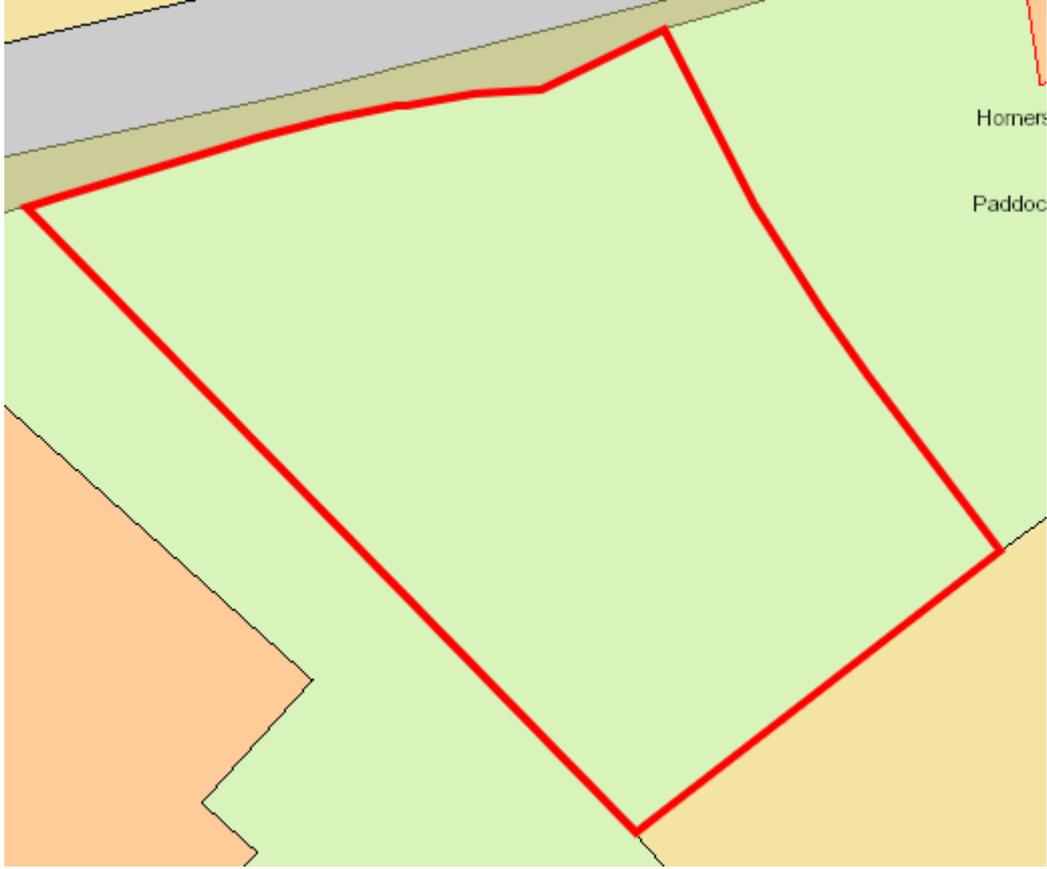
Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

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 (20th 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 (11th 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

SSSI	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
Heritage Area	Adjacent to Sandhills Sconce Schedule Ancient Monument
Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but previously deemed acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Unknown, but application proposed to use package treatment plant.
Provision for surface water and storm water drainage	Soakaways permitted as part of planning permission.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	No
Impact of site on local character and amenity	In proximity to ancient monument but planning history has been previously determined acceptable for gypsy and traveller use.
Impact of site on amenity of local residents	None other than that of neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	Tree Preservation Order N152 –Group 40 along northern boundary.
Constraints on design and layout of the site	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.
Could the site meet current and future need?	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.
Could the site only meet current need?	n/a

Can the configuration of the site be altered to meet future need?	Yes – opportunities to subdivide pitches and use undeveloped land.
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	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.

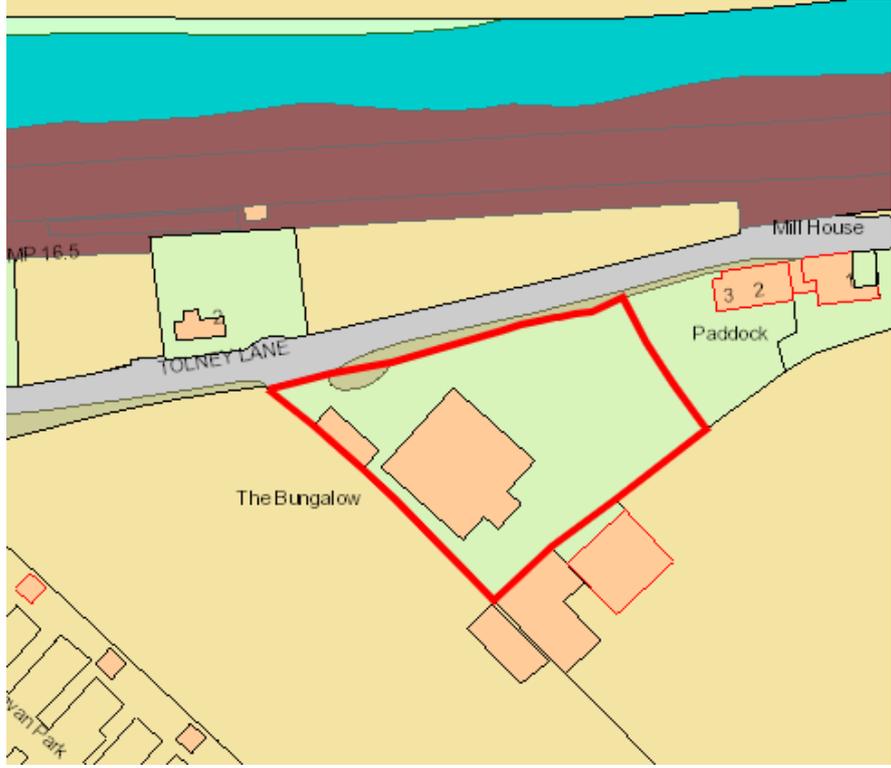
Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT13
Site name and address	Taylor's Paddock, Tolney Lane, Newark, NG24 1DA
Site plan:	
Site planning status	Permanent permission
Planning history	08/00670/FUL – Change of use of land for residential caravan site – Application Permitted (10 th June 2009) 14/01691/FUL – Erection of amenity block – Application Permitted (8 th January 2015)
GTAA 2018 pitch number	2 – 2 x permanently occupied.
GTAA 2018 planning definition status	Meet planning definition – 2 pitches.
Additional current and future needs	Meet planning definition – 1 x new household formation.
Total pitch need 2016-2021	None.
Total pitch need 2021-2031	Meet planning definition – 1 pitch.
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	Close to Newark Conservation Area boundary, but previously deemed acceptable.
Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Unknown, but previously deemed acceptable for gypsy and traveller use.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	None other than neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	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.
Could the site meet current and future need?	Yes – room for additional accommodation unit/tourer as need is for new household formation from young children.
Could the site only meet current need?	n/a

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

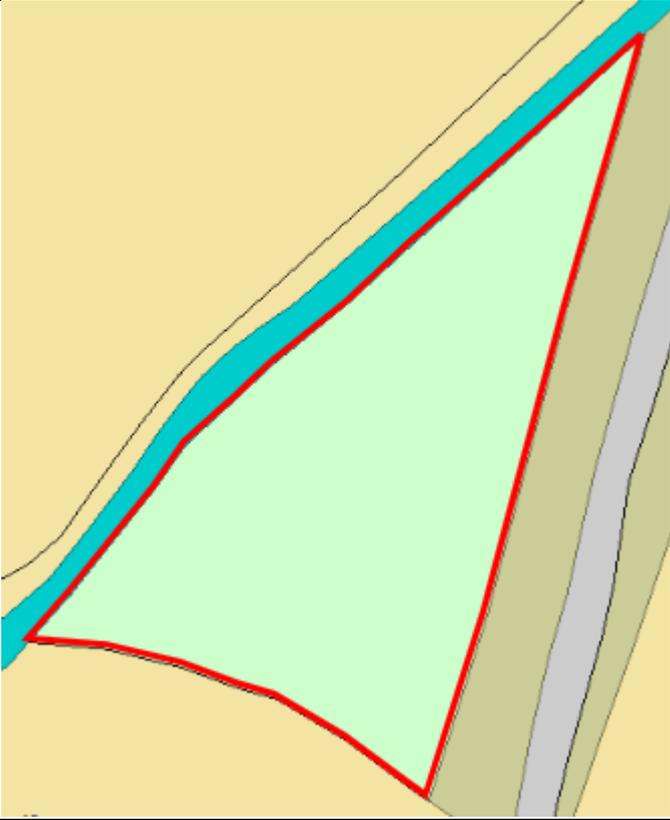
Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT14
Site name and address	Price's Paddock, Tolney Lane, Newark, NG24 1DA
Site plan:	 <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. Labels include 'MP 16.5', 'The Bungalow', 'Paddock', 'Mill House', and 'Newark Park'.</p>
Site planning status	Authorised
Planning history	08/00670/FUL – Change of use of land for residential caravan site – Application Permitted (10 th June 2009)
GTAA 2018 pitch number	3 – 3 x permanently occupied.
GTAA 2018 planning definition status	Undetermined – 3 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
DEVELOPMENT CONSTRAINTS	
Green Belt	No
SSSI	Local Wildlife Site (Newark Dairy Farm Railway Strip) located beyond railway line to the north.
Heritage Area	Close to Newark Conservation Area boundary

Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but neighbouring sites have been deemed suitable for gypsy traveller development.
Sanitation available or capable of being provided	Unknown, but neighbouring sites have been deemed suitable for gypsy traveller development.
Provision for surface water and storm water drainage	Unknown, but neighbouring sites have been deemed suitable for gypsy traveller development.
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	Close to Newark Conservation Area but neighbouring sites also in close proximity have been previously deemed acceptable for gypsy traveller use.
Impact of site on amenity of local residents	None other than neighbouring gypsy and traveller sites.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	Ability to provide for a suitable level of amenity for residents and to maintain safe separation distances important
Could the site meet current and future need?	Yes – large site.
Could the site only meet current need?	n/a
Can the configuration of the site be altered to meet future need?	Potential for the site to be subdivided to create additional pitches.
Are the residents in a position to take forward the planning application/deliver the site and	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.

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

SITE BACKGROUND	
Site reference	GT20
Site name and address	Seven Oaks, Allesford Lane, Edingley
Site plan:	
Site planning status	Permanent consent for 4 mobile homes.
Planning history	<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 (10th 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 (23rd 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 (4th 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.
GTAA 2018 pitch number	5 – 5 x permanently occupied including 1 unauthorised pitch.
GTAA 2018 planning definition status	Meet planning definition – 5 pitches.
Additional current and future needs	Meet planning definition – 1 x current need, 1 x unauthorised, 1 x new household formation.
Total pitch need 2016-2021	Meet planning definition – 2 pitches.
Total pitch need 2021-2031	Meet planning definition – 1 pitch.
Site area	
Site ownership	Private.
DEVELOPMENT CONSTRAINTS	
Green Belt	No
SSSI	No
Heritage Area	No
Flood zone	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.
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone / other Hazards	No gas pipeline. Coal Authority – low risk area – but previously deemed acceptable for development.
Mains water and electricity available or accessible	Unknown, but site previously deemed acceptable for gypsy and traveller occupation.
Sanitation available or capable of being provided	Provision of septic tank included as part of original application.
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	No
Impact of site on local character and amenity	Open countryside location but has been previously assessed as being acceptable in landscape visual terms and concluded to have limited visual impact.

Impact of site on amenity of local residents	None.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	<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>
Could the site meet current and future need?	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.
Could the site only meet current need?	No.
Can the configuration of the site be altered to meet future need?	No.
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No.

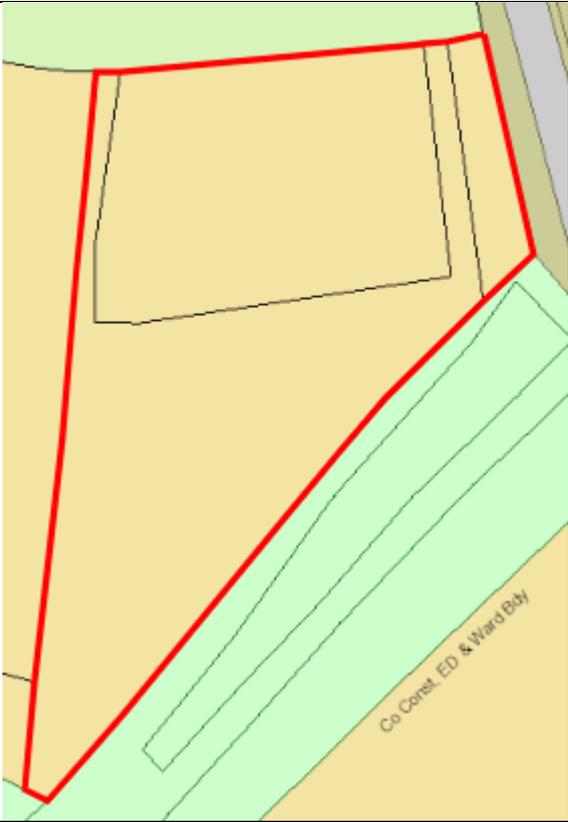
Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

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 (12th 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 (18th 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

SSSI	Within Natural England SSSI Impact Zone.
Heritage Area	No
Flood zone	No
Contaminated land	Unknown, but site previously deemed acceptable for gypsy and traveller occupation.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone/ Other hazard	Coal Authority Low Risk Area – but previously deemed acceptable for use.
Mains water and electricity available or accessible	Assume this is the case, but previously considered acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	No
Impact of site on local character and amenity	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.
Impact of site on amenity of local residents	None other than existing occupants of site.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	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.
Could the site meet current and future need?	Yes 9 pitches – large site with plenty of room to create new pitches. Also, there are private transit pitches that could be occupied permanently.
Could the site only meet current need?	n/a

Can the configuration of the site be altered to meet future need?	Yes.
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	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 (14th October 2009)</p> <p>14/02010/FUL – Erection of new utility block – permitted (13th 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

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
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but previously deemed acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	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.
Impact of site on amenity of local residents	No
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	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.
Could the site meet current and future need?	Potentially 3 current need and need to explore with owner’s further intensification to meet future need.
Could the site only meet current need?	Possibly.

Can the configuration of the site be altered to meet future need?	Potentially.
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	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:	
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 th 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

Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but previously deemed acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	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.
Impact of site on amenity of local residents	No
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	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.
Could the site meet current and future need?	Possibly as all need is from new household formation from younger children.
Could the site only meet current need?	n/a
Can the configuration of the site be altered to meet future need?	Possibly.
Are the residents in a position to take forward the planning application/deliver	Yes.

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Newark & Sherwood Gypsy & Traveller Site Deliverability Assessment

SITE BACKGROUND	
Site reference	GT25
Site name and address	Dunromin, Wellow Green, Newark Road, Ollerton
Site plan:	
Site planning status	Tolerated
Planning history	<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 (2nd January 2001)</p> <p>01/00534/FUL - Erection of north east boundary wall and 3 amenity blocks - Permitted (14th June 2001)</p>
GTAA 2018 pitch number	6 – 6 x permanently occupied.
GTAA 2018 planning definition status	Meet planning definition – 6 pitches.
Additional current and future needs	Meet planning definition – 2 x current need, 3 x 5-year need, 3 x new household formation.
Total pitch need 2016-2021	Meet planning definition – 5 pitches.
Total pitch need 2021-2031	Meet planning definition – 3 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 other sites in the vicinity have been 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
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but likely. Sites adjoining this location have been previously deemed acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	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.
Impact of site on amenity of local residents	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.
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	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.
Could the site meet current and future need?	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.
Could the site only meet current need?	Possibly
Can the configuration of the site be altered to meet future need?	Possibly.

Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	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:	
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 rd 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

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 other sites in the vicinity have been 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
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but likely. Sites adjoining this location have been previously deemed acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	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.
Impact of site on amenity of local residents	No
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No
Constraints on design and layout of the site	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.
Could the site meet current and future need?	Yes, as all of the need is from new household formation for younger children.

Could the site only meet current need?	n/a
Can the configuration of the site be altered to meet future need?	Yes.
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	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 boundary. The green area is labeled 'Co Const, ED & Ward Box'. Other features include 'The Limes' (a small building), 'MP 0', and 'Def' (defence). A '40m' distance is also marked near the bottom left.</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 th 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.

Site area	
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Green Belt	No
SSSI	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.
Heritage Area	Located within Wellow Conservation Area – however considered acceptable for gypsy and traveller use at appeal.
Flood zone	No
Contaminated land	Unknown, but previously deemed acceptable for gypsy and traveller use.
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Unknown, but likely. Sites previously deemed acceptable for gypsy and traveller use.
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	No
Impact of site on local character and amenity	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.
Impact of site on amenity of local residents	No
Site can provide visual and acoustic privacy	Yes
Environmental concerns	No

<p>Constraints on design and layout of the site</p>	<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>
<p>Could the site meet current and future need?</p>	<p>Yes – the site now appears to have been developed</p>
<p>Could the site only meet current need?</p>	<p>n/a</p>
<p>Can the configuration of the site be altered to meet future need?</p>	<p>n/a</p>
<p>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</p>	<p>Yes – the site now appears to have been developed.</p>