

Cheshire West & Chester Council

Study to Identify Potential Gypsy and Traveller, Travelling Show Persons' and Transit Sites – Final Report April 2016

Prepared by WYG Planning

This study forms part of the evidence base for the Local Plan (Part Two) but please note the Council has taken no decisions on the allocation of sites for travellers. Further work and consultation is required before the Council allocates sites. This additional work will include engagement with landowners and it should not be assumed that sites identified in the study have been put forward by landowners for traveller sites or will be made available for that use by the relevant landowner.



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Final Report

April 2016

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1.0 INTRODUCTION

Scope and Purpose

- 1.01 WYG Planning ('WYG') has been commissioned by Cheshire West and Chester Council ('the Council') to prepare a Study to Identify Gypsy and Traveller, Travelling Show Persons' and Transit Site(s) in Cheshire West and Chester. The Study will comprise an evidence base document which will act to assist the Council by providing potential options to meet the identified need for Gypsy and Traveller pitches and Travelling Show Persons' yards in the administrative area. The Study will not allocate specific sites, but will seek to identify sites which are available, suitable and achievable for use by Gypsy and Travellers and Travelling Show Persons.
- 1.02 The project was overseen by a Project Steering Group. This was led by members of the Planning Policy team at the Council and also included the Cheshire Partnership Gypsy Traveller Co-ordinator.
- 1.03 The definition of Gypsies, Travellers and Travelling Showpeople is set out in Annex 1 of Planning Policy for Traveller Sites:
- 1.04 **Gypsies and Travellers** are *"persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling Showpeople or circus people travelling together as such."*
- 1.05 **Travelling Showpeople** are *"members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above."*
- 1.06 These groups are distinct and have different site needs (e.g. travelling showpeople require space to store equipment). There are also distinct communities within each of these categories (for example 'Gypsies and Travellers' includes various gypsy groups and Irish Travellers). Herewith the term '**travellers**' will be used forthwith to refer to all groups collectively, however these differences are recognised within the study and these different needs have informed the identification of sites.



1.07 Within all traveller communities there are different types of sites required depending on the degree of permanence. For various reasons, often the schooling needs for children or health requirements of older adults, travellers will seek more permanent sites for periods of time. The study therefore recognises the different category of sites that are identified in planning policy and reflects differing needs, and identifies sites on this basis. Sites can be delivered by either the Council or by the traveller community themselves and identification or allocation is not dependent on site ownership.

Explanation of Site Types

1.08 **Temporary stopping places** – pieces of land in temporary use as authorised short-term (less than 28 days) stopping places for all travelling communities. They may not require planning permission if they are in use for fewer than 28 days. The requirements for emergency stopping places reflect the fact that the site will only be used for a proportion of the year and that Gypsy and Traveller families will normally only stay on the site for a few days. These **are not included with the Council's** requirements for sites to be identified in this study. [from 'Designing Gypsy and Traveller Sites', DCLG, 2008]

1.09 **Transit sites** are used to provide only temporary accommodation for their residents. Lengths of stay can vary but are usually set at between 28 days and three months. The requirements for transit sites reflect the fact that they are not intended for use as a permanent base for an individual household [from 'Designing Gypsy and Traveller Sites', DCLG, 2008]. Transit sites are usually provided and managed **by the local authority. They also often include site warden's accommodation and facilities for** visiting professional service providers.

1.10 **Permanent sites** are sites for residential use by Gypsies and Travellers for stays in excess of three months and are intended to provide residents with a more permanent home. Many travellers live more permanently on a site for a period of time due to education or healthcare needs of their families. These sites do not include travelling **Show Person's yards and are for stays longer than on Transit Sites.**

1.11 **Travelling Show Persons' Yards** (or plots) are mixed-use plots used by travelling show people that include residential provision and may need to also incorporate space to allow for the storage of equipment associated with circuses, fairs and shows [Planning Policy for Traveller Sites, 2015].



1.12 **Private Sites** are either **Permanent Sites** or **Travelling Show Person's Yards** that are provided as a result of either individuals or families buying areas of land and then obtaining planning permission to live on them; or by individuals or families renting pitches on privately-owned sites provided to the Gypsy and Traveller community either within the community itself or by the private sector [para 2.4, Cheshire Gypsy, Traveller and Travelling Show people Accommodation Assessment, 2014]. For site selection purposes no distinction is made between private sites and those provided by the local authority. This will, however, be an important consideration for the delivery of identified sites.

1.13 This study will therefore identify **transit sites**, **permanent sites** and **travelling showperson's yards**.

Site Components

1.14 Sites are comprised of 'pitches' and 'plots'. Transit sites and permanent sites will accommodate a number of pitches. A 'pitch' provides accommodation for a traveller family and typically includes space for two caravans with a utility block and car parking.

1.15 Travelling showperson yards will instead be made up of 'plots'. A 'plot' provides space for a travelling showperson family and in a similar manner to pitches will also typically include space for caravans with a utility block and car parking. However, travelling showperson yards will also include a storage area for show equipment and HGVs. The yards will also need to accommodate enough space to provide turning circles for HGVs and space to maintain and work on the equipment.

1.16 All sites will also include space for waste storage and may include communal open space (for **children's play or for horse grazing**). They will all require appropriate access and appropriate landscaping at the site perimeter. The access requirements will vary depending on the type of site.

1.17 Transit sites **are also likely to include a warden's office and may include an office for visiting professionals** (e.g. healthcare providers).

1.18 **The above descriptions follow guidance within the DCLG/Housing Corporation publication "Designing Gypsy and Traveller Sites – Good Practice Guide" [DCLG, 2008] and also a review of existing traveller sites (especially the two sites recently provided by Cheshire West and Chester Council at Barlow Drive, Winsford and Rossfield Road, Ellesmere Port).**



Site Requirements

1.19 The need for additional traveller pitches in the Borough has been identified in the Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) (March 2014) which was prepared by Opinion Research Services. The assessment concluded that the following provision is required up to 2028:

Table 1.1: Need Identified by Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment

	2013 2018	2018 2023	2023 2028	Total
Permanent Gypsy and Traveller Pitches	15	15	16	46*
Travelling Show Persons' Plots	11	1	1	13
Transit Site				5-10

* NB. Total need for permanent pitches is now reduced to **42** due to the fact that 4 additional permanent pitches were granted planning permission in October 2014 (expanding the existing site at Davenham Bypass/London Road, Northwich) (planning application reference 14/02835/S73).

1.20 The GTAA included a consultation exercise with members of the traveller community and includes a number of recommendations on site provision. This has been referred to in this study and has informed site selection.

1.21 This study therefore aims to identify a range of sites that allow the Council to meet the identified need. It will form part of the evidence base for the Local Plan (Part Two) and will assist the Council in identifying traveller sites, which will be allocated within the Local Plan (Part Two).



2.0 PLANNING POLICY CONTEXT

National Planning Policy and Guidance

The requirement for local planning authorities to identify and address the need for traveller sites is consistent with their requirement to address housing needs for all residents. Paragraph 159 of the National Planning Policy Framework (NPPF) specifies that local planning authorities should have a clear understanding of housing needs in their area, stating that they must:

'Address the need for all types of housing, including affordable housing and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes) and cater[s] for housing demand and the scale of housing supply necessary to meet this demand' [NPPF, para 159]

- 2.01 There is a footnote to this paragraph (footnote 34) which stating that **"the planning policy for traveller sites sets out how travellers' accommodation needs should also be assessed"**. This therefore directly links the requirement for traveller sites to the principles set out in Paragraph 159, obligating local planning authorities to address the need for traveller sites over the plan period.¹
- 2.02 **In August 2015, the Government published new guidance: "Planning Policy for Traveller Sites"** which amended previously issued guidance, principally by slightly changing definitions of Gypsies, Travellers and Travelling Showpeople to exclude those who have ceased to travel permanently and by clarifying the position in relation to the Green Belt.
- 2.03 As referred to in the introduction to this report, Annex 1 of Planning Policy for Traveller Sites sets out **that for the purposes of the planning policy statement 'Gypsies and Travellers'** means:

¹ In a recent explanatory note to part of the Housing and Planning Bill (2015) the Government stated that councils must "consider the needs of all people residing in or resorting to their district, without any references to Gypsies and Travellers". However, subsequent clarification was provided by Housing and Planning Minister Brandon Lewis (on 26 November 2015), who stated: "I want to reinforce and make clear the fact that this clause does not remove the **requirement to assess the specific accommodation needs of Gypsies and Travellers**".



'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling Showpeople or circus people travelling together as such.'

2.04 The Annex advises that for the purposes of the planning policy, **'Travelling Showpeople'** means:

'Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.'

2.05 Planning Policy for Traveller Sites sets out that the Government's overarching aim in respect of such communities is to:

'Ensure fair and equal treatment for Travellers, in a way that facilitates the traditional and nomadic way of life of Travellers while respecting the interests of the settled community.'

2.06 The Planning Policy document sets out at paragraph 4 that local planning authorities should develop fair and effective strategies to meet need through the identification of land for sites. Paragraph 10 advises that local planning authorities when producing their Local Plan should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets. The document also requires local planning authorities to identify a supply of specific, developable sites or broad locations for growth for years 6 to 10 and, where possible, years 11 to 15.

2.07 Policy A of Planning Policy for Traveller Sites sets out the principles that should be adopted when assembling the evidence base necessary to support the authorities planning approach to traveller sites. The policy highlights an emphasis on carrying out early and effective community engagement with both settled and traveller communities, whilst cooperating with travellers, their representative bodies and local support groups to prepare and maintain an up-to-date understanding of the likely permanent and transit accommodation needs of their areas over the lifespan of their development plan. This process should help to inform and assist Local Authorities in producing their Local Plan, whilst achieving the criteria set out in Paragraph 10 of Planning Policy for Traveller Sites.



2.08 Policy E of the Planning Policy for Traveller Sites relates to sites in the Green Belt and is the principal area of amendment in the updated document. **The new guidance explains that traveller’s sites are considered inappropriate development in the Green Belt and a case for ‘very special circumstances’ is unlikely to be established for them. Sites could be accommodated within the Green Belt by amending the Green Belt boundary as part of the Local Plan-making process but only in response to a specific identified need. The guidance is to be read in conjunction with the NPPF.**

2.09 Paragraph 27 of the document states that:

‘If a planning authority cannot demonstrate an up-to-date 5 year supply of deliverable sites, this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission. The exception is where the proposal is on land designated as Green Belt; sites protected under the Birds and Habitats Directives and / or sites designated as Sites of Special Scientific Interest; Local Green Space, an area of Outstanding National Beauty, or within a National Park (or the Broads).’

2.10 This paragraph, which updates the previous guidance published in 2012, removes the lack of a 5 year housing land supply as a significant material consideration in planning decisions involving the grant of temporary planning permission for Traveller sites in the Green Belt and other sensitive areas.

Local Policy

2.11 **Cheshire West and Chester’s local strategic policy in relation to Gypsy and Traveller and Travelling Showpersons accommodation** is set out at **Policy SOC 4** of the Local Plan (Part One). The policy states that the Council will work with its partners to ensure appropriate provision for Gypsies, Travellers and Travelling Showpersons accommodation needs. The policy sets out a list of criteria for proposals for Gypsy, Traveller and Travelling Show Person sites which will be applied in the determination of planning applications and which will be used to guide the site allocation process.

2.12 Key criteria featured in SOC 4 includes the need for accommodation to be located in relation to the highway network with adequate vehicular and pedestrian access, and have provision for parking and circulation, be accessible to local services and facilities, be supplied with essential services such as water and be well related to existing settlements, having regard to residential amenity.

2.13 In accordance with national and local planning policy, there is a requirement for the Council to identify deliverable sites to meet the identified need for Gypsy and Traveller **and Travelling Show Persons’**



sites. The level of need for Gypsy and Traveller and Travelling Showpersons accommodation within the Borough has been identified up to 2028 through the GTAA (March 2014). It identified a need for 15 further permanent Gypsy and Traveller pitches 2013-2018; 15 in years 2018-2023; and 16 from 2023-2028. From 2013-2018 the need is identified for 11 Travelling Showpersons plots, with one additional plot for 2018-2023, and one plot for 2023-2028. The GTAA also recommends that the Council provides a transit site of between 5-10 pitches.

- 2.14 The Council have already made some progress in meeting this demand by granting planning permission for 4 additional permanent pitches in October 2014, expanding the existing site at Davenham Bypass/London Road, Northwich (planning application reference 14/02835/S73).
- 2.15 Whilst the GTAA has informed the development of Policy SOC 4 of the Cheshire West and Chester Local Plan (Part One). The current evidence base study will form part of the evidence base for the **Local Plan (Part Two)**. **It will further progress the Council's response to the identified needs** by providing options of potential sites. This will inform the content of the Local Plan (Part Two), Land Allocations and Detailed Policies, which is currently under preparation. Ultimately, it will allocate specific sites in Cheshire West and Chester for Traveller and Showperson accommodation.
- 2.16 In a recent explanatory note to part of the Housing and Planning Bill (2015) the Government stated that councils must "consider the needs of all people residing in or resorting to their district, without any references to Gypsies and Travellers". However, subsequent clarification was provided by Housing and Planning Minister Brandon Lewis (on 26 November 2015), who stated: "I want to reinforce and make clear the fact that this clause does not remove the requirement to assess the specific accommodation needs of Gypsies and Travellers".



3.0 METHODOLOGY AND CRITERIA FOR SELECTION AND ASSESSMENT OF SITES

3.01 In this section, we set out the methodology that was used to select sites for inclusion in the Study and to subsequently assess these sites and ultimately identify preferred sites. This methodology was prepared and agreed at the outset of the study. It was the subject of a targeted consultation exercise and the comments received are attached at Appendix 1. The methodology was amended in response to this consultation.

3.02 The methodology is divided into four distinct stages:

- Stage 1 – Identification and assessment of a long list of sites.
- Stage 2 – Identification and assessment of a shortlist of sites.
- Stage 3 – Identification of preferred sites.
- Stage 4 – Conclusions and recommendations.

Stage 1 – Identification and assessment of a long list of sites

3.03 At Stage 1, it was proposed that WYG compile a **'long list'** of potential sites for initial consideration. The following sources were used to assemble sites which were then filtered to form the long list:

- Sites included in Cheshire West and Chester **Council's** Land Availability Assessments;
- Surplus public sector land owned by Cheshire West and Chester Council and other public sector bodies;
- Sites identified by WYG through local searches for land/sites being advertised as available;
- Unauthorised encampments, where there may be potential for the site to be legalised as a transit site;
- Authorised sites, where there may be potential for the site to be extended or intensified;
- Authorised temporary sites which may have potential to be granted a permanent planning permission; and
- Sites put forward for consideration in response to the methodology consultation².

² Please note that no site representations were received during this consultation process



- 3.04 At this stage we considered the requirement for all types of site. Filtering by suitability for each type (i.e. Permanent, Transit or Travelling Show **Persons' sites**) occurred later, at the shortlisting stage.
- 3.05 Once a long list of sites had been identified using the sources detailed above, it was proposed that an initial filter of the long list of sites should take place in order that sites which are not deliverable are removed from the process at this early stage. This initial filtering exercise was undertaken via a desk based exercise.
- 3.06 The National Planning Policy Framework (NPPF) and Planning Policy for Traveller Sites states that in order for a site to be considered deliverable:

“sites should be available now, offer a suitable location for development, and be achievable with a realistic prospect that development will be delivered on the site within five years. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.”

[footnote 4, p3, Planning Policy for Traveller Sites, 2015 (our emphasis)]

- 3.07 It was proposed that sites be removed at Stage 1 of the process for any of the following reasons:
- The area of the site falls below the prescribed site size threshold, which we have set at **0.2 ha**. This based on an assessment on a number of existing sites and the minimum number of pitches that could be reasonably provided and allowing space for access and landscaping;
 - The site is unavailable as it has been earmarked for residential development by means of an extant planning consent, the site being under-construction or the site having been built out (either in full or partially);
 - The site is unavailable as the site is under construction or has already been developed for an alternative use;
 - The site is deemed unsuitable for a Gypsy and Traveller, or Travelling Show **Persons' site** by virtue of its location within:
 - An area of high flood risk (Flood Zones 2 or 3);



- An area which is protected by an international or national designation relating to the natural environment, such as an SAC, SPA or SSSI, which would be detrimentally effected by proposals for a Gypsy and Traveller or Travelling Show Person site; and
- An area including a Grade I or II* listed building or registered park or garden or scheduled ancient monument, which could not be adapted to use on the site without causing substantial harm to the building (as in accordance with para 132-136, NPPF) or for which the adaptation required would make the development unviable;
- An area of Green Belt, unless there are exceptional circumstances to amend the Green Belt **boundary (the Government's recently published Planning Policy for Traveller Sites [para 17, August 2015] makes clear that traveller sites in the Green Belt are inappropriate development for which very special circumstances are unlikely established. Sites in the Green Belt could therefore only be permitted through first amending the Green Belt boundary through the plan-making process to create an inset to meet a specific identified need and then allocating the site as traveller site only).**

3.08 In general, sites were filtered out from the long list if there is one or more characteristic that would make them unsuitable or undevelopable for a traveller site.

3.09 The long list includes sites that are partly but not wholly affected by any of the factors described above (e.g. part of the site might be in the Green Belt or designated as a SSSI). At shortlist stage each site was considered in more detail, as to whether the part of the site unaffected by the identified constraint would still be capable of accommodating a traveller site.

3.10 The approach applied at Stage 1 to filter the long list of sites complies with the requirements of Planning Policy for Traveller Sites, which requires that local amenity and the environment should be protected, and that traveller sites should not be located in areas at high risk of flooding, given the particular vulnerability of caravans.

3.11 We proposed that any sites identified within the long list of site which already had planning permission for housing or commercial development; are under construction for housing or commercial development; or have already been developed for these uses, should be removed from the process by virtue of such sites being unavailable or unachievable. As higher returns will be achieved for housing and commercial development when compared to a traveller site, we will assume that the landowner



would wish to achieve these higher returns and would be unlikely to release the site for an alternative use, unless we have received any indication otherwise from the landowner.

3.12 It was proposed that sites within the Green Belt be removed as part of the initial filtering process. In accordance with planning policy, traveller sites in the Green Belt are inappropriate development and should not be approved, except in very special circumstances. Planning policy confirms that the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances. Green Belt boundaries should only be altered in exceptional circumstances via the plan-making process. The Government has emphasised the importance of stronger protection of the Green Belt via the release of its planning policy statement relating to Green Belt protection and intentional unauthorised development (August 2015). Therefore, provided that a sufficient amount deliverable land can be identified to meet the required need which is not situated within the Green Belt, the option of identifying sites within the Green Belt would not be progressed. It was proposed that all Green Belt sites be held in reserve and will only be assessed further if a sufficient amount of deliverable sites outside the Green Belt cannot be identified.³

Stage 2 – Identification and assessment of a shortlist of sites

3.13 At Stage 2 of the assessment process, it was proposed that each of the shortlisted sites were to be visited and assessed further in relation to their availability, suitability and achievability for a traveller site. It was proposed that these sites be assessed against a range of 'essential' suitability criteria (each on which is examined in more detail below):

- Access
- Topography
- Contamination
- Drainage
- Impact on neighbouring uses
- Overlooking/privacy
- Townscape/landscape impact
- Impact on amenity

³ In the event sufficient sites were identified without recourse to require consideration of Green Belt land.



3.14 At this stage we considered the different requirements of Permanent, Transit and Travelling Showpersons' sites against the above criteria. Different sites were better suited to certain accommodation types than others. In general the different types of site have the following broad requirements:

- **Permanent sites** – should have better accessibility to shops and services and will require a better residential environment and amenity. They will generally tend to be smaller sites than the other types and will have less vehicle movements associated with them. This means that they are likely to have less impact on the amenity of surrounding residential and other uses and can be more easily integrated within a settlement. The access requirements will also be less onerous, although there will still be a requirement to accommodate caravan access. For these reasons good permanent sites are often smaller sites located on the edges of existing settlements.
- **Transit sites** – will tend to be larger than permanent sites and will require better access arrangements, to accommodate more frequent movement and more vehicles and caravans. This means that they are likely to have a greater traffic impact on surrounding land-uses. As people will be staying on these sites for shorter periods of time they do not need to have as good access to shops and services as permanent sites nor require the same standard of residential amenity, although a good standard should still be sought. For these reasons, transit sites are sometimes best located on larger sites in the open countryside, with good accessibility to the strategic road network whilst still being relatively close to shops and services.
- **Travelling Showpersons' Yards** – will have much greater access and site storage requirements as they are required to accommodate HGVs and mobile equipment in addition to cars and caravans and to be accessible to more widely dispersed locations. The sites also require yard space to maintain the equipment and turning circles for HGVs. Travelling Showpeople often stay on sites as long as travellers staying on permanent sites. Therefore the sites require a similar level of amenity and access to shops and services. Given the larger volume of vehicles and more frequent movement they will have a greater impact on the amenity of surrounding uses than permanent sites. These factors mean that Travelling Showperson's Yards are often the hardest to identify suitable sites for. The best sites are often small to medium sized sites with very good road access. These are often located at, or close



to, the edge of settlements or in areas within settlements that have less sensitive surrounding uses but which still offer good residential amenity.

Essential Site Criteria

Access

- 3.15 It was determined whether a safe vehicular access (and egress) to the site is available or could be provided with relative ease. As the sites will need to be accessed by caravans and trailers (and HGVs **for travelling showperson's yard**), the suitability of the surrounding access roads to each site were assessed in terms of whether they would be able to accommodate long and wide vehicles. In addition, the character of the surrounding access roads were considered to determine whether there would be any conflict between those accessing the traveller site and those accessing other uses in the area. The proximity of the sites to the motorway network was also be assessed. This is of particular relevance for the Travelling Showperson's yards, which will have equipment and trailers with greater access requirements. Access will also be considered in relation to the commonly used travelling routes, as identified in the GTAA.

Topography

- 3.16 The topography of each site was assessed to determine whether the proposed use could be delivered on the site without substantial engineering works. It was determined whether each site was largely flat, sloping or steeply sloping.

Contamination

- 3.17 Any known, or an indication of, contamination at each site were recorded.

Drainage

- 3.18 Any indication of drainage issues at each site were be recorded.

Impact on Neighbouring Uses

- 3.19 The neighbouring uses surrounding each site were recorded to understand whether these would have an adverse impact on a traveller site at that location by virtue of issues such as noise, vibrations, air



quality and odours. It was considered whether there would be scope to mitigate against the impact of neighbouring uses to ensure acceptable living conditions for travellers using the site.

Overlooking/Privacy

- 3.20 An assessment was made as to whether the uses surrounding each site would result in overlooking of a traveller site at that particular location, or of the site overlooking any existing residential properties. It was considered whether the impacts of overlooking could be mitigated against to ensure the privacy of users of the site, and of surrounding residents.

Townscape/Landscape Impact

- 3.21 The townscape or landscape quality of each potential site and surrounding area was assessed as to whether the development of a traveller site would have an adverse impact on this townscape or landscape quality. In cases where a likely impact was noted, consideration was given as to whether screening and buffering could be incorporated into any development proposal to mitigate against any impacts. Sites within Conservation Areas were removed due to the sensitivity of the character of the surrounding area and the potential for this to be impacted upon.

Amenity of Site

- 3.22 The amenity of the site itself was considered, in terms of whether it has an appropriate quality of amenity for residential use, or whether this could be achieved. Sites that are afflicted by factors such as pollution, noise, overshadowing or are surrounded by eyesore uses will not be considered appropriate.

Impact on Amenity of Existing Community

- 3.22 An assessment was undertaken to determine whether the development of a traveller site on each site would be likely to result in an adverse impact on the amenity of the existing settled community, in relation to issues such as noise, traffic movements, general activity and visual appearance. In cases where it is likely that there would be an impact on the existing community, a further assessment was made as to whether mitigation measures could be put in place to reduce any impacts to an acceptable level.



Assessment

3.23 It is proposed that a 'traffic light system' be used to assess each site against these criteria, with each colour having the following meaning:

- **Red** – Site assessed to be unsuitable in relation to the criteria i.e. insurmountable constraints present on the site which would make the development of a traveller site unsuitable. There would be no scope for overcoming the constraints in a realistic time period, or the site would impact upon the surrounding area to an unacceptable level which could not be mitigated against.
- **Amber** – Site considered to be suitable subject to further investigation or the introduction of mitigation measures.
- **Green** – Site considered to be suitable in principle for a Gypsy and Traveller or Travelling Show Persons' site.

3.24 If any one of the criteria cannot be satisfied and the constraint could not be overcome via the introduction of mitigation measures, the site was removed from the process for being unsuitable and **recorded as 'red'**. In cases where constraints exist on the site, but it is considered that the constraint could be overcome through mitigation or further investigation would be required to understand the nature of the constraint in more detail, the site was **recorded as 'amber'** and taken forward to the next stage.

3.25 A further assessment of availability was also undertaken at this stage. In cases where a site was found to be in active use during the site visit and has not been put forward by the owner for development, the site was removed from the process and not progressed to the next stage.

3.26 The achievability of each site was also assessed at Stage 2. It was considered whether there are likely to be any costs associated with the development of each site which would make the proposed development unviable, for example substantial infrastructure requirements. A review of whether the site forms part of a wider allocation for housing development or an alternative use was also undertaken. In cases where the delivery of the traveller site would render the wider scheme unviable or would prejudice the development of the wider site for a higher value land use, the site was given a **'red' score and not progressed to the next stage.**



- 3.27 For each site we made a recommendation, including reasoning, as to the type of site/s that it would be suitable for (i.e. Permanent/Transit/Travelling Showperson's site).
- 3.28 A summary table of the Stage 2 site assessment criteria is provided below. The assessment process does not adopt a scoring system or weighted assessment of the various criteria. Instead it adopts a qualitative approach, incorporating a balanced judgement against the combined criteria.

Table 3.1: Stage 2 Assessment Criteria

Criteria	Issues	Red (Remove from process)	Amber (Further Investigation/ Mitigation Required)	Green (Proceed to next stage)
Availability	<p>Has the site been put forward for development?</p> <p>Is the site available for the proposed use?</p>	<p>The site is in active use and is not available for redevelopment.</p> <p>The site is not available for use as a Gypsy and Traveller or Travelling Show Persons' site.</p> <p>There are known ownership issues which mean that the site would not be available in the short term.</p> <p>NB. These sites could subsequently be re-assessed as longer-term sites (i.e. for years 2023-2028).</p>	<p>Ownership is unknown.</p> <p>Ownership is known. However, it is unknown whether the owner would be willing to release the site for the proposed use.</p>	<p>The site is available for the proposed Gypsy and Traveller or Travelling Show Person site use.</p> <p>The site will be assessed against the specific needs, operational activity and wider implications of the different types of site required (i.e. permanent sites; transit sites; and travelling show persons' yards) and a recommendation will be made as to which use/s the site may be suitable for.</p>
Suitability				
Access	<p>Is there an existing access to the site?</p> <p>Can the site safely be accessed by caravans and trailers?</p> <p>Can the site be conveniently accessed from the motorway?</p>	<p>There is no existing access to the site and it would not be possible to create a suitable access in the short term.</p> <p>Access would need to be obtained to the site via roads which are not suitable for long and wide vehicles.</p>	<p>Further investigation is required to determine whether a suitable and safe access could be created.</p> <p>The access is inadequate but is capable of being improved for a reasonable cost.</p>	<p>The roads surrounding the site are wide and would be suitable for use by long and wide vehicles.</p> <p>There is an existing access to the site which would be suitable for use by long and wide vehicles.</p>
Topography	<p>Is the topography suitable for the proposed use?</p>	<p>The site slopes steeply and would not be suitable for the proposed development.</p>	<p>The site is sloping and may require works/investment in order to make the site suitable for the proposed use.</p> <p>The site is undulating or contains mounds of earth and would require works/investment to make the site suitable for the proposed use.</p>	<p>The site is flat or gently sloping.</p>

Contamination	Is the proposed site contaminated?	There is evidence of contaminated land on the site and remediation would not be possible due to cost/time constraints. The extent of contaminated land would render the whole site unsuitable for development.	There is evidence of contaminated land, but it is likely that this would not preclude the redevelopment of the site subject to remediation measures. Further investigation is required to understand if the land is contaminated.	The land is not contaminated.
Drainage	Are there drainage issues on the site?	There is evidence of poor drainage on the site and the issue could not be resolved within the required timescales and cost parameters.	Further investigation is required to understand if there are drainage issues on the site.	There are no issues relating to drainage on the site.
Impact of neighbouring uses	Would any of the uses adjoining the site impact on the proposed use, in terms of noise, vibrations, air quality, odour etc?	Neighbouring uses would have an adverse impact on the proposed use and would make living conditions unacceptable. Mitigation measures would not reduce the impacts to an acceptable level.	The site would be adversely impacted upon by neighbouring uses. However, the impact would not be so great as to make living conditions unacceptable or the impacts could be mitigated.	There are no neighbouring uses which would have an adverse impact on the site.
Overlooking/ Privacy	Would the proposed use be overlooked by neighbouring uses?	The proposed development would be overlooked to an unacceptable extent by surrounding uses, which could not be mitigated against to a sufficient extent.	The development would be overlooked by surrounding uses. However, it may be possible to ensure privacy of users through screening.	The proposed development would not be overlooked by surrounding uses.
Townscape / Landscape Impact	Would the proposed use have an unacceptable impact on the landscape or townscape quality at this location?	The proposed use would have an unacceptable impact on townscape or landscape quality which could not be mitigated against to a sufficient extent.	The proposed use would have an adverse impact on townscape or landscape quality. However, mitigation measures, such as buffering and screening, could be put in place to protect the townscape/landscape quality to a reasonable extent.	The proposed use would not have an adverse impact on townscape/landscape quality or would improve the quality.
Amenity of Site	Does the site have an appropriate quality of amenity for residential use or could this be achieved?	The proposed site has an unacceptable amenity and this could not be overcome – e.g.,	There are factors that currently impact on amenity but these could be effectively mitigated.	The proposed site has a suitable amenity for residential use.



		this may be due to adjoining industrial uses, traffic noise, low air quality, electricity pylons etc		
Impact on Amenity of Existing Community	<p>Is the site in close proximity to the existing community?</p> <p>Would the proposed use have an unacceptable impact on the existing community by virtue of the activity, noise, visual appearance created?</p>	The proposed use would have an unacceptable impact on the existing community, which could not be mitigated against.	The proposed use would have an adverse impact on the existing community. However, the impacts could be mitigated against to ensure they were of an acceptable level.	The proposed use would not have an adverse impact on the settled community.
Achievability	<p>Would the costs associated with the development of the site make the proposed use unviable e.g. demolition, infrastructure improvements?</p> <p>Is the site or wider area allocated for an alternative use, which would be prejudice by the proposed use?</p>	<p>There are costs associated with the delivery of the proposed use at this location which would render such a scheme unviable.</p> <p>The site is allocated for an alternative higher value use and the proposed use would prejudice the development of the site for the higher value use.</p>	Further investigation of the costs associated with the delivery of the proposed use at this location is required to understand whether these costs would render the scheme unviable.	There is evidence to show that the proposed use would be achievable on the site.

3.29 A proforma was produced for each of the shortlisted sites assessed at Stage 2, providing the following information:

- Site reference number;
- The site address;
- A photograph of the site;
- A location plan showing the site boundary;
- A brief description of the site and immediate surrounding land use; and
- Performance of the site against each of the available, suitable and achievable criteria at Table 3.1.



Stage 3 – Identification of Preferred Sites

- 3.30 At Stage 3 of the assessment process, it was proposed that the sites which were determined at Stage 2 to be in principle suitable for a traveller site be assessed in more detail against a range of 'desirable' suitability criteria. Unlike the essential criteria, it was proposed that the desirable criteria do not have to be met in order for a site to be deemed suitable for a traveller site. The sites which are suitable for the proposed use, in accordance with national planning policy requirements, will have already been determined at Stage 2. The desirability criteria were applied in order to identify the preferred sites for the proposed use. Although these criteria are aspirational, they are nevertheless informed by government guidance and therefore should be a key factor in identifying potential traveller sites.
- 3.31 It is proposed that those sites which adhere to a greater number of desirable criteria will be seen as preferable to those that adhere to a lesser number of desirable criteria. The desirable criteria which will be applied to assist in informing the identification of the preferred sites are set out below.

Desirable Criteria

Previously Developed Land

- 3.32 Sites were looked on more favourably if they are for the development of previously developed land that could result in the re-use of untidy and derelict land rather than the development of greenfield sites, in accordance with the national planning policy objectives for sustainable development (for example as stated in the 8th bullet point of paragraph 17, NPPF).

Local Designations

- 3.33 Those sites which are not the subject of local landscape, wildlife or heritage designations were favoured. Sites which contain such designations are likely to be constrained, particularly in relation to **site layout, with those sites without local designations being more 'straightforward' in development terms.**



Local Authority Ownership

- 3.34 In cases where a site is already owned by the local authority, this will reduce the risk of any issues relating to the acquisition of the site, and is likely to mean that the site will be immediately available for development.

Low Site Preparation Costs

- 3.35 In cases where sites have already been cleared, or are unlikely to require significant infrastructure improvements, a traveller site has greater potential to be deliverable within a shorter timescale.

Industrial Area

- 3.36 Where sites are located in a predominantly industrial area there will be scope for travellers to be impacted upon by issues such as noise, air and odour pollution. In additional predominantly industrial areas are likely to be more isolated and therefore may pose a greater risk in terms of safety, particular for those walking to and from the site when compared to more populated areas. Therefore, sites which are not in predominantly industrial areas will be considered favourable.

Meets Aspirations of the Gypsy and Traveller Community

- 3.37 An assessment will be undertaken as to whether the site meets the aspirations of the Gypsy and Traveller and Travelling Show Person community. Consultation will take place with the Cheshire Partnership Gypsy Traveller Coordinator and the Gypsy and Traveller and Travelling Show Person community, where possible, to understand their priorities.

Integration/Cohesion

- 3.38 Where sites have the potential to promote peaceful and integrated co-existence between the site and the local community they will be viewed as desirable. If the site is located close to an existing settled community opportunities will exist for increased interaction between the settled and Gypsy and Traveller and Travelling Show **Persons' communities**.



Access to Services

- 3.39 An assessment was undertaken of whether each potential site is located within a reasonable walking **distance of key welfare services, namely a doctor's surgery/clinic, a primary and secondary school and local shops.** In accordance with the suggested acceptable walking distances set out in the Institution of Highways and Transportation (IHT): Guidelines for Providing Journeys on Foot⁴ for commuting/school/ sight-seeing, we assumed that each site is located within an acceptable walking distance of a doctors, school or local shops where the site is within 1 km walking distance of such facilities.

Access to Sustainable Transport Modes

- 3.40 An assessment was undertaken of whether the shortlisted sites are located within convenient walking distance of a bus stop or railway station. A site was recorded as being within convenient walking distance where the site is 400 m from a public transport facility in accordance with the suggested acceptable distances set out in the IHT Guidelines.

Sustainable Urban Drainage

- 3.41 Sites were viewed as more desirable if there are opportunities to reduce the environmental impact of **the site and the site's impact on flooding.**
- 3.42 The desirable criteria were used to rank each of the sites in terms of its suitability to accommodate a Gypsy and Traveller, Travelling Showperson or Transit Site.

Stage 4 – Conclusions and Recommendations

- 3.43 At Stage 4, we provide commentary on each of the sites which are considered to be available, suitable and achievable for a traveller. We will consider the number of pitches or plots which could likely be accommodated on each site, taking into consideration the specific characteristics of each site and any constraints to development. Commentary is provided in terms of recommended next steps to secure the delivering of the preferred sites, which will take into consideration:

⁴ Table 3.2 Suggested Acceptable Walking Distance, p49, the Institution of Highways and Transportation: Guidelines for Providing Journeys on Foot.



- Ownership – ensuring formal confirmation is obtained that the site is available for the proposed use.
- Infrastructure – understanding if infrastructure improvements are required to serve the sites and the costs associated with any required improvements.
- Site Layout – the configuration of the sites and any mitigation measures required; and
- Wider Cheshire West and Chester Council Strategies – taking into consideration the level of alignment with **the Council's wider** strategies.

3.44 As part of the recommendations we will also consider how preferred sites may be delivered. Where **possible we will highlight where 'early wins' may be achieved, for example by expanding existing sites** or delivering new sites on vacant Council-owned land.



4.0 STAGE 1: IDENTIFICATION OF A LONG LIST

4.01 Sections 4 to 6 explain the key outputs that emerged at each stage of the study, beginning with Stage 1: Identification of the Long List.

Sources

4.02 The initial exercise in the site identification process involved compiling a comprehensive list of all potential known sites and available land within the local authority area from the various available sources. Databases of sites provided by the Council, alongside further potential sites identified as being advertised as available through on-line searches undertaken by WYG were compiled to provide **an extensive single list. This has been identified as the 'source list'. The source list provided a database totalling 8,914 sites.** The following data resources were used to compile the source list.

- Cheshire West and Chester Council's Joint Land Availability Assessment;
- Cheshire West and Chester Council's Land Ownership Database;
- Cheshire West and Chester Council Owned Farm Holdings;
- WYG local land/site searches of advertised sites;
- Existing authorised Gypsy and Traveller sites;
- Existing Travelling Show Persons sites;
- Existing unauthorised encampments;
- Sites put forward in response to the public consultation undertaken;

Long List

4.03 The source list produced was mapped in GIS software for the purpose of identifying preferred sites. A filtering process as set out in the methodology was subsequently completed of the mapped database of sites using spatial information available through GIS. The filtering process was undertaken to eliminate the extensive source list sites which could be considered to be unsuitable for an identifiable reason set out in the methodology. This process was ultimately required in order to ascertain a more



manageable number of sites with sufficient potential to be assessed in greater detail. Throughout the filtering process, sites eliminated were held in reserve and could be returned to if insufficient sites were subsequently identified at the end of the process to satisfy the identified need in the GTAA (2015).

4.04 The source list was initially filtered to remove sites which, from the data available, were known to meet one or more of the following criteria or have one or more of the following constraint:

- Below the identified minimum threshold site area of 0.2 hectares;
- Wholly within the Green Belt;
- Wholly within Flood Risk Zones 2 or 3;
- Covered by a natural environment designation (Special Areas of Conservation, Special Protection Area, Site of Special Scientific Interest, Ancient Woodland etc.)
- Within a Registered Park or Garden;
- Contains Grade I or Grade II* Listed building or Scheduled Ancient Monument on the site;
- Extant planning permission on the site for residential or commercial development; and
- Sites where development works were known to have commenced in recent years to implement a planning permission (**identified through the Council's construction monitoring process post March 31st 2010**).

4.05 A minimum site area threshold of **0.2 hectares** was taken as a requirement for sites to be taken forward. This was based on an analysis of the size of existing traveller sites within the local authority area and WYG's estimate as to the minimum area required to appropriately provide for a site with a minimum of two pitches. All but two of the existing traveller sites within the local authority area exceed this size threshold (those excluded provide only one or two pitches). An analysis of the two recently provided sites at Ellesmere Port and Winsford identified that one pitch was provided for every 714 sq.m of land, taking into account land required for access and circulation as well as the necessary space for caravans and utility blocks. These sites accommodate 12 and 18 pitches respectively. It is



recognised that sites providing fewer pitches would require a larger area 'per pitch' to take account of shared access, circulation and landscaped space.

4.06 Through the initial filtering process a significant number of sites were identified as being partly impacted by designations and environmental constraints, for example part of a site being within the Green Belt or flood zone 3. To account for such instances, sites were only eliminated if the entirety of a site was impacted by such a relevant designation or constraint.

4.07 To identify a manageable number of sites which could be assessed in detail a further filtering process was necessary. A second filtering stage was therefore taken, with sites eliminated based on identified commercial aspirations and local policy allocations. Sites known to meet one or more of the following criteria or have one or more of the following constraints were at this stage eliminated:

- Sites promoted to the Council solely for alternative uses which it is considered would achieve significantly higher land values than that of a Gypsy and Traveller site (residential, retail, and office uses);
- Sites wholly within a Conservation Area;
- Sites within an adopted designated city, town or key service centre boundary; and
- Sites with a specific local policy allocation within the adopted Policies Map for which proposals for a traveller site would conflict.

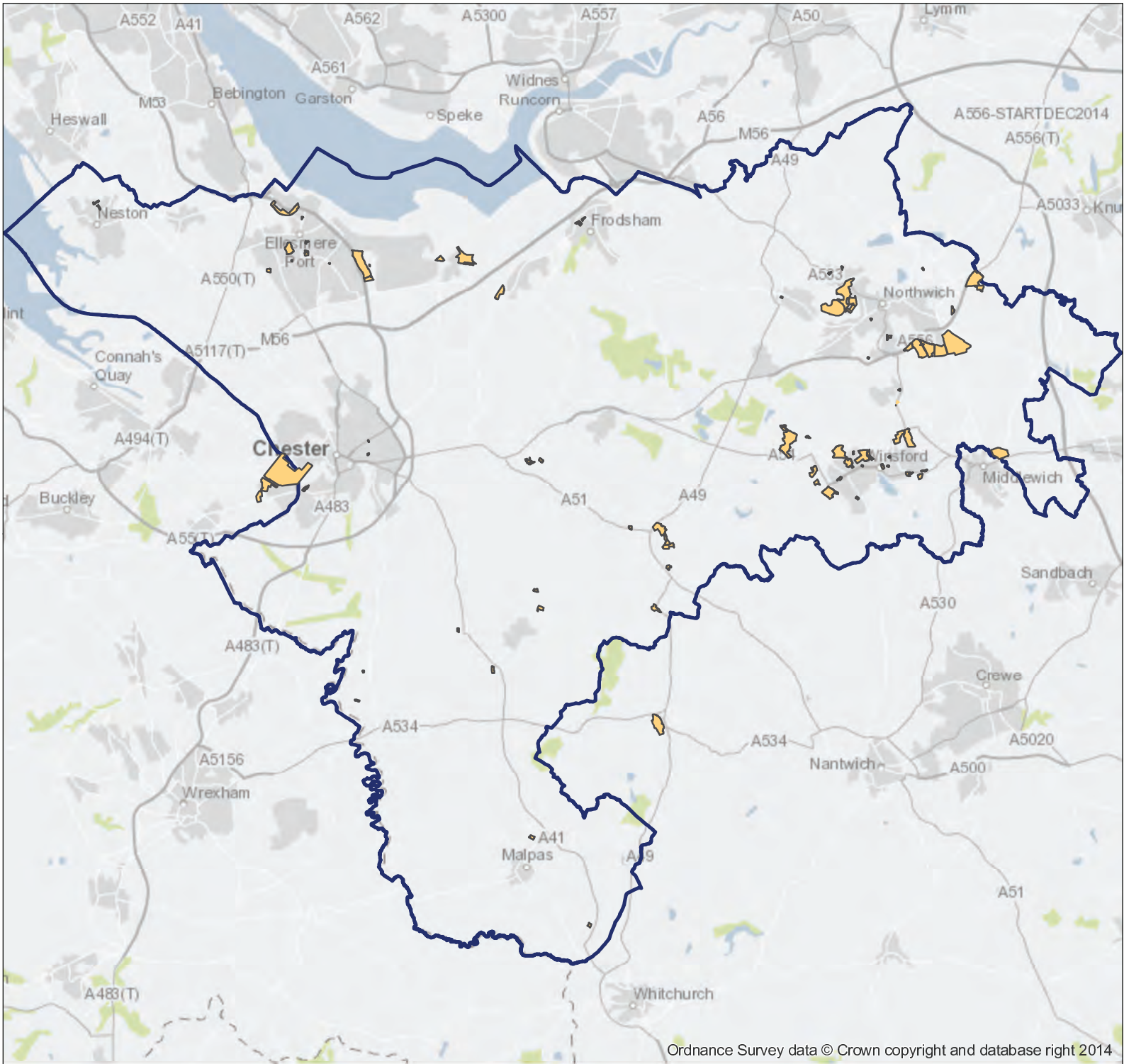
4.08 Following the two phases of filtering, a high number of sites remained which had been taken from the **Council's** land ownership register. For these sites little information was available, including no information being held **as to the site's planning history or the future aspirations for the site.** A comprehensive assessment of the suitability of these sites to accommodate a traveller site based on the methodology employed could therefore not be completed in full and consequently these sites were subsequently eliminated from the shortlisting process, (and as other eliminated sites, were held in reserve if sufficient sites to meet the identified need were not subsequently identified).

4.09 The filtering process detailed above resulted in 169 sites remaining. Further checks were completed of the remaining sites on a site-by-site basis. Through the individual site checking process any duplicate sites were removed. For sites where it had been identified that part of the site area fulfilled one of the



criteria used to filter sites, for example part of the site was located within the Green Belt, checks were completed to ensure that a developable area of a minimum of 0.2 hectares of the site remained free from such policy or physical constraints. For sites where it was found that the minimum site area of 0.2 hectares was not provided which was free from the above filtering criteria the site was eliminated.

4.10 The above process resulted in **89** sites remaining, which together form the '**long list**' of sites. This can be seen as complete list of sites within Table 5.1, in the following section, which was then filtered to establish a shortlist. The long list sites are also mapped at Figure 4.1, which shows their distribution across the Borough.



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Client: Cheshire West and Chester Council

**Figure 4.1
Gypsy and Traveller Sites Study
Long List Sites**

Key

 Long List Sites

North

Scale 1:250,000@ A4 **March 2016**
A093028 OS Mapping Cheshire V4 - LA Area Plans.mxd

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5.0 STAGE 2: IDENTIFICATION OF A SHORTLIST

5.01 Following identification of the long list of sites, a desktop assessment of each of the **89 sites** was **completed to establish each site's potential availability, suitability and achievability at** the outset. The following provides a non-exhaustive list of the further considerations taken into account to inform the initial assessment of each site on the long list:

- A review of any known extant planning permission;
- Review in relation to any adopted neighbourhood plans;
- Consideration of any identified risk of flooding – only sites wholly within Flood Zones 2 or 3 were filtered out previously. Sites partially affected by such designations were reviewed at this stage to assess whether a traveller site of at least 0.2 hectares could be delivered on those parts of the site not lying within the flood risk areas;
- Consideration of any sites partly within Green Belt – to assess whether a traveller site could be delivered on those parts lying outside the Green Belt and without harming the openness of the Green Belt land;
- Consideration of local planning policy allocations;
- Consideration in respect of any planning applications or forthcoming development proposals on or in the vicinity of the site that may not be compatible with a proposed traveller site;
- Consideration of the likely impact to any Conservation Areas – only sites wholly within a Conservation Area were filtered out previously. For any sites partially within or adjacent to a Conservation Area consideration was made as to whether a traveller sites could be delivered outside the Conservation Area and without harming its character and setting;
- Consideration of the likely impact to Listed Buildings – sites containing Grade II listed buildings had not been filtered out by this stage. In these cases consideration was given as to whether a traveller site could be potentially provided without causing substantial harm to the listed building. In this consideration it was important not to prejudice the ability of the listed building to remain in a continually viable use, whether this was for a continuing active use, a



refurbishment as part of the traveller site provision (for example as a utility block or wardens office) of another potential future use that would not be compromised by an adjacent traveller site;

- Desktop assessment of any established uses on the site;
- Identification of any sensitive land uses in the surrounding vicinity of the site;
- Initial appraisal of the location, character and suitability of the site to accommodate development;
- Consideration of surrounding uses and their potential impact on the site;
- Consideration of surrounding uses and the potential for development of the site to impact negatively upon them – especially the potential for residential amenity to be negatively affected;
- Consideration of the potential to achieve suitable site access.

5.02 The desktop assessment of each site including reviewing publicly available satellite images for each site and street views available on-line. For sites where it could be appropriately established that evident constraints or other factors existed which would render the site unsuitable or unachievable the site was discounted from further assessment. For sites where it was judged that a visit to the site would be necessary to allow for an appropriate assessment to be made, such sites were retained as part of the shortlist.

5.03 At the outset we had considered the potential to expand or intensify existing traveller sites, or to legitimise unauthorised sites, as **these could represent effective means of delivering sites as an 'early win'**. **All of these existing sites were included** at the source stage, but none subsequently made the shortlist. They were filtered out for various reasons, a summary is provided below:

- All but six of the sites are in the Green Belt (including all of the temporary sites) and have therefore been filtered out;



- The existing encampment at Ellesmere Port is within land allocated in relation to the historic canal port and has been filtered out on this basis;
- The existing two sites at Northwich and Winsford are relatively large and we do not consider that this should be expanded as a permanent site as the resulting site would be larger than sites commonly provided and preferred by the traveller community;
- **The existing travelling showpersons' site at Winsford appears to be operating well at current size** but we have considered adjacent land as a separate additional site (this is included within the shortlist);
- The two new Council-provided sites at Ellesmere Port and Winsford are relatively large and recent we do not consider these should be expanded further as the resulting site would be larger than sites commonly provided and preferred by the traveller community; and
- In addition there are eight sites that have only temporary (i.e. the site can only be used as a traveller site for a limited period of time) and/or personal planning permissions (i.e. the site for use by an identified traveller family). These planning permissions reflect the fact that the sites were not deemed suitable for wider or ongoing traveller site use. They have therefore been discounted on this basis.

5.04 A brief summary of the assessment made of the 89 sites to establish a shortlist is provided within **Table 5.1**.

5.05 Following the desktop assessment, **26 sites** were identified (shown in bold on Table 5.1) to be taken forward for further detailed assessment, which **together form the site 'shortlist'**. The following map (Figure 5.1) shows the distribution of these sites.

5.06 This draft shortlist was then shared with the Project Steering Group, who provided comment and feedback. The shortlist has been amended in light of these comments.

TABLE 5.1: Establishing a Shortlist

Long List Reference No.	LOCATION		PRIMARY INFO		SOURCE					PROPOSED USE	PLANNING PERMISSION	ALLOCATIONS / DESIGNATIONS		GIS DATA			NOTES
	Address	Ward	Site Area (Ha)	Greenfield / Brownfield	Site Data Source	SHLAA 2013 Site	LP Part 2 Call for Sites	Council Identified Site (Desktop)	Site Provided From Other Source (LPA)	Identified Proposed Use (through PP, SHLAA, or Call for Sites)	Planning Permission on Site	Site Allocation in Local Plan Part 1	Neighbourhood Plan Allocation	Partly Within Green Belt	Site Partly Within Flood Risk Zone 3	Site Partly Within Flood Risk Zone 2	WYG Review - Shortlisting Comments
1	Land adj Winnington Leisure Park, Winnington Lane	Winnington and Castle	61.64	Brownfield	HELAA	No	Yes	No	-	B1,-C3,-Mixed	-	Part-Allocated-(E5.5-&-NE10)	-	-	YES	YES	Further desktop research needed - northern part of site within Flood Zone 2 area.
2	Stannage Lane, Chester, CH3 6LA	Farndon	0.65	Greenfield	HELAA	No	Yes	No	-	B1,-C3,-Mixed-use	-	Part-Allocated-(ENV-25)	-	-	-	-	Reviewed and kept in SL.
3	South of Durham Drive, Winsford, CW7 1HD	Winsford Swanlow and Dene	42.28	Greenfield	HELAA	No	Yes	No	-	C3,-Mixed-use,-other	-	-	-	-	-	-	Reviewed and removed due to potential impact on comprehensive development
4	North of Centurian Way, Middlewich, CW10 9GS	Shakerley	28.29	Greenfield	HELAA	No	Yes	No	-	C3-and-other	-	Part-Allocated-(BE20)	-	-	-	-	Reviewed and removed due to potential impact on comprehensive development and existing resi.
5	East of Utkinton Road, Tarporley, CW6 OHT	Tarporley	19.17	Greenfield	HELAA	No	Yes	No	-	Mixed-use,-C3-and-other	-	Part-Allocated-(NE11)	-	-	-	-	Reviewed - potential for a site within this, alongside Utkinton Rd
6	Land to the south of A556, Rudheath, Northwich	Davenham and Moulton	66.65	Greenfield	HELAA	Yes	Yes	No	-	C3,-B1-B8,-mixed-use	-	-	-	YES	YES	Reviewed - potential for a site within this, close to A556	
7	Former BICC, Chester Road, Helsby	Gowy	11.16	Mix	HELAA	No	No	No	-	1/2-housing,-1/2-Railway-Station-with-parking	-	Part-Allocated-(EC-2-&-E5.20)	-	YES	YES	YES	Reviewed and kept in - but would need to achieve shared access with substation
8	Land North of Winnington Ave, Northwich, Cheshire, CW8 3AP	Winnington and Castle	54.30	-	HELAA	No	No	No	-	-	-	-	YES	YES	YES	Reviewed - Likely made ground, elevated site, considered unsuitable	
9	Land to the West of Oakmere Road, Winsford NP Site 05.	Winsford Over and Verdin	9.50	Greenfield	HELAA	No	No	No	-	Employment	-	-	YES	-	-	-	Reviewed - Removed as allocated for emp within NP
10	Land east of Road One, Winsford	Winsford Wharton	24.18	Greenfield	HELAA	No	No	No	-	Employment,-Mixed-B-uses	-	-	YES	-	-	-	Removed as allocated for emp within NP
11	Land to south-east of A54, Winsford Bypass, adjacent to Winsford Railway Station	Winsford Wharton	2.19	Greenfield	HELAA	Yes	No	No	-	Residential-/Employment	-	STRAT-6-Winsford	YES	-	-	-	To be removed from SL - Neighbourhood Plan allocation for resi and train station improvements
12	Land to South of Middlewich Road, adj. Winsford Railway Station	Winsford Wharton	0.85	Greenfield	HELAA	Yes	No	No	Council-Asset-List	Residential-/Employment	-	STRAT-6-Winsford	YES	-	-	-	To be removed from SL - Neighbourhood Plan allocation for resi and train station improvements
13	West of Collingham Way, Winsford, CW7 2AY	Winsford Over and Verdin	0.57	Brownfield	HELAA	Yes	No	No	-	Mixed-use-residential-and-commercial	-	-	YES	-	-	-	To be removed from SL - Neighbourhood Plan allocation for resi and train station improvements
14	British Waterways site north-east of Bradford Road, Winsford, CW7 2NU	Winsford Over and Verdin	1.35	PDL	HELAA	Yes	No	No	-	Residential-/Leisure	-	-	YES	-	YES	YES	Remove from SL - densely wooded
15	Land adj to Vauxhalls, North Road	Netherpool	25.87	PDL	HELAA	No	No	No	-	Mixed-B-uses	-	Majority-Allocated-(ENV11)	-	YES	-	-	Reviewed and removed due to proximity to motorway
16	Ince Caravan Site, Station Road, Ince, Ellesmere Port	Elton	5.50	PDL	HELAA	Yes	No	No	-	Mixed-B-uses,-Residential	-	Majority-Allocated-(EMP8)	-	YES	-	-	Keep on SL - looks to be potentially a good site (but allocated for employment: EMP8)
17	Winnington & Wallerscote Urban Village	Winnington and Castle	64.14	PDL	HELAA	No	No	No	-	Mixed-B-uses	06-0740-OUM,-12/01838/S73	Majority-Allocated-(E5.5)	-	YES	-	YES	Remove due to mixed use allocation that is being progressed
18	Land West of Road One (South Bostock Road)	Winsford Wharton	14.63	Greenfield	HELAA	No	No	No	-	Mixed-B-uses	-	Majority-Allocated-(E5.14---Employment))	YES	-	-	-	Remove as part of strategic employment area
19	Clayhill 3, Long Acres Road, Neston CH64 3TA	Neston	0.92	PDL	HELAA	No	No	No	-	Mixed-B-uses	-	Majority-Allocated-(EMP1-C---Employment)	-	YES	-	-	Remove as part of strategic employment area
20	Clayhill 4, Long Acres Road, Neston CH64 3TA	Neston	0.65	PDL	HELAA	No	No	No	-	Mixed-B-uses	-	Majority-Allocated-(EMP1-C---Employment)	-	YES	-	-	Remove as part of strategic employment area
21	Morgans Land, Water Tower Road, Neston	Neston	1.14	PDL	HELAA	No	No	No	-	Mixed-B-uses	-	Majority-Allocated-(EC-2)---Employment	-	-	-	-	Remove as part of strategic employment area
22	Site of Former Ince A and B Power Stations	Elton	34.92	PDL	HELAA	No	No	No	-	Mixed-B-uses	-	Majority-Allocated-(EC-8)---Employment	-	YES	YES	YES	Remove due to likely contamination and noise issues
23	Winnington Bus' Park, Winnington Ave, Northwich	Winnington and Castle	2.96	Brownfield	HELAA	No	No	No	-	-	10/04188/OUT	Part-Allocated-(E5.4)	-	-	-	-	Reviewed and kept on SL
24	East of Shurlach Road/Chester Road, Lostock Gralam	Shakerley	41.45	PDL/Greenfield	HELAA	No	No	No	-	B8	-	-	-	-	-	-	Reviewed - keep in SL - there are several options to review for locating a traveller site within this site
25	Monument Place, Churton Road, Farndon, Chester, CH3 6QP	Farndon	1.36	Greenfield	HELAA	No	No	No	-	B1-or-D1	-	-	-	-	-	-	Removed due to impacts on existing business and employment use aspirations
26	Newton Lane, Tattenhall	Tattenhall	4.62	PDL	HELAA	No	No	No	-	-	-	-	YES	-	-	-	Removed due to active use: Ice Cream Farm
27	Chowley Oak Lane, Tattenhall, Chester CH3 9GA	Tattenhall	3.41	Greenfield	HELAA	No	No	No	-	-	-	-	-	-	-	-	Keep in SL
28	Adjacent to A49, Beeston, Tarporley CW6 9NZ	Tattenhall	6.83	PDL/Greenfield	HELAA	No	No	No	-	-	-	-	-	-	-	-	Removed due to active use and potential to affect setting of Beeston Castle
29	Whitchurch Road, Tushingham Cum Grindley	Malpas	2.17	Greenfield	HELAA	No	No	No	-	-	-	-	-	-	-	-	Keep in SL - well screened. Possibly too remote? Good access
30	New Bridge Road, Ellesmere Port CH65 4LZ	Ellesmere Port Town	48.48	PDL	HELAA	No	No	No	-	-	-	Majority-Allocated-(ENV11)	-	-	YES	YES	Remove due to industrial environment
31	Land east of King Street, Northwich	Shakerley	88.25	Greenfield	HELAA	No	No	No	-	-	-	-	-	-	-	-	Keep in SL, site within this
32	Land South East of Gadbrook Park	Witton and Rudheath	26.16	Greenfield	HELAA	No	No	No	-	-	-	-	-	YES	YES	-	Keep in SL. Need to avoid F23 area through site.
33	Plot 2, Land adj 7 New Cheshire Business Park	Marbury	0.82	PDL	HELAA	No	No	No	-	Mixed-B-uses	14/01065/COU,-14/02052/DIS	-	-	YES	-	-	Reviewed and removed due to progression of application
34	Castleleigh Centre, David Street, Northwich CW8 1HE	Winnington and Castle	0.62	Brownfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
35	Sutton Beeches, Alvanley Road, Great Sutton, Ellesmere Port	St Paul's	0.39	Brownfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
36	Lightfoot Lodge, Lightfoot Street, Hoole, Chester	Hoole	0.63	Brownfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
37	Former Woodford Lodge High School, Woodford Lane West, Winsford, CW7 4EH	Winsford Over and Verdin	20.09	Brownfield	HELAA	No	No	No	Council-Asset-List	-	-	Part-Allocated-(RT2.08)	YES	-	-	-	Removed due to residential proposals
38	Land off Lydyett Lane, Barnton	Marbury	0.61	Greenfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed due to extent of woodland on site
39	Davenham Day Centre, Royal Gardens, Davenham CW9 8EH	Davenham and Moulton	0.55	Brownfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
40	Former Foxfields Public House, Poole Hall Road, Ellesmere Port	Netherpool	0.71	Brownfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential noise issue due to proximity to motorway
41	Woodchurch Lane, Little Sutton, Ellesmere Port CH66 3NG	St Paul's	14.36	Brownfield	HELAA	No	No	No	Council-Asset-List	-	-	Part-Allocated-(RT2.08)	-	-	YES	YES	Removed due to likelihood of alternative proposals, surrounded by resi
42	Former Brook Farm School, Brook Road, Tarporley	Tarporley	3.06	Brownfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
43	Land off Granville Road/Old Hall Road, Leftwich, Northwich	Davenham and Moulton	2.64	-	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
44	Land off Darnhall School Lane, Winsford	Winsford Swanlow and Dene	0.98	Greenfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
45	Land off Oakmere Road, Winsford	Winsford Over and Verdin	1.58	Greenfield	HELAA	No	No	No	Council-Asset-List	-	-	Part-Allocated-(RT2.07)	-	-	-	-	Removed - potential overlooking/privacy issues
46	Land to South of Buttermere Road, Winsford	Winsford Over and Verdin	0.35	Greenfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
47	Land to North of Buttermere Road, Winsford	Winsford Over and Verdin	0.33	Greenfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
48	Amusements Depot, Land off Bradford Road, Winsford CW7 2PA	Winsford Over and Verdin	0.81	-	HELAA / Existing Site - LA Site	No	No	No	Council-Asset-List	-	-	-	-	YES	YES	-	Remove - existing site without potential for extension
49	The Laurels Care Home, Ledward Street, Winsford	Winsford Wharton	0.62	Brownfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
50	Land to South of Middlewich Road (rear of Doncaster Cottages), Winsford	Winsford Wharton	3.75	Greenfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
51	Land to North of Middlewich Road (rear of 107-155), Winsford	Winsford Wharton	1.28	Greenfield	HELAA	No	No	No	Council-Asset-List	-	-	-	-	-	-	-	Remove due to difficult access, overlooking and mature trees

TABLE 5.1: Establishing a Shortlist

Long List Reference No.	LOCATION		PRIMARY INFO		SOURCE					PROPOSED USE	PLANNING PERMISSION	ALLOCATIONS / DESIGNATIONS		GIS DATA			NOTES
	Address	Ward	Site Area (Ha)	Greenfield / Brownfield	Site Data Source	SHLAA 2013 Site	LP Part 2 Call for Sites	Council Identified Site (Desktop)	Site Provided From Other Source (LPA)	Identified Proposed Use (through PP, SHLAA, or Call for Sites)	Planning Permission on Site	Site Allocation in Local Plan Part 1	Neighbourhood Plan Allocation	Partly Within Green Belt	Site Partly Within Flood Risk Zone 3	Site Partly Within Flood Risk Zone 2	WYG Review - Shortlisting Comments
52	Curzon House and Land off Curzon Street, (CWAC Ownership), Chester CH4 8BN	Handbridge Park	2.98	Mix	HELAA	No	No	No	-	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
53	91 Hoole Road (library site), Hoole, Chester CH2 3NG	Hoole	0.34	Brownfield	HELAA	No	No	No	Council-Asset-Site	-	-	-	-	-	-	-	Removed - site not available - redeveloped as free school in 2014/5
54	Coronation Road, Ellesmere Port CH65 0BZ	Ellesmere Port Town	0.20	Brownfield	HELAA	No	No	No	-	-	-	-	-	-	-	-	Remove - next to fire station and ambulance station, access implications, site is very small
55	Playing field to North of Leaf Lane Infants School	Winsford Wharton	0.69	Greenfield	HELAA	No	No	No	-	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
56	Land at Gorsthills County Primary School (not built) CH66 4JB	Ledsham and Manor	2.81	Brownfield	HELAA	No	No	No	-	-	-	Part-Allocated-(ENV-17)	-	-	-	-	Keep in - but next to water works - review on site
57	Former Acorns Primary School, Ellesmere Port CH65 7ED	Grange	1.45	Brownfield	HELAA	No	No	No	-	-	-	Part-Allocated-(ENV8)	-	-	-	-	Remove - potential impact on adjacent housing
58	Dutton Green Land, New Bridge Road, Ellesmere Port CH65 4LZ	Elton	6.82	Brownfield	HELAA	No	No	No	-	-	12/05628/FUL (Part-of-site)	Majority-Allocated-(EC-7)-Employment	-	-	YES	YES	Remove due to industrial environment
59	Land at Woodford Park Business Centre, Winsford	Winsford Over and Verdin	1.23	-	HELAA / Existing Site - LA Site	No	No	No	-	-	12/03158/FUL	Part-Allocated-(E5.16)	-	-	-	-	Remove - Existing G&T site provided by LA. Not considered that there is potential for expansion.
60	Milton Green Depot, Chester	Tattenhall	1.43	Brownfield	HELAA	No	No	No	-	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues and remote from services
61	Land at Frodsham High School, Frodsham	Frodsham	2.34	-	HELAA	No	No	No	-	-	-	-	-	-	-	-	Remove - active community uses, edge of town centre site likely to be preferable for other uses
62	Church Street Depot, Frodsham WA6 6QL	Frodsham	0.96	Brownfield	HELAA	No	No	No	-	-	-	Part-Allocated-(T5-(v))	-	-	-	-	Remove - in use as town centre car park
63	The Meadows & RBL Site, Meadow Drive, Barnton	Marbury	0.97	Brownfield	HELAA	No	No	No	-	-	-	-	-	-	-	-	Remove - potential impact on residential amenity
64	Winsford United Football Stadium	Winsford Wharton	2.16	Brownfield	HELAA	No	No	No	-	-	-	Part-Allocated-(NE6)	-	-	-	-	Remove - potential impact on residential amenity, existing sports facility
65	Knights Grange, Winsford	Winsford Over and Verdin	25.67	-	HELAA	No	No	No	-	-	-	-	-	-	-	-	Remove - existing sports complex
66	Verdin Area, Land off Roehurst Lane, Winsford	Winsford Over and Verdin	22.42	-	HELAA	No	No	No	-	-	-	Part-Allocated-(RT2.11)	-	-	-	-	Remove due to Neighbourhood Plan allocation
67	Former Acorns Primary School, Ellesmere Port (remaining pitches and playing fields) CH65 7ED	Grange	2.01	Mix	HELAA	No	No	No	-	-	-	Part-Allocated-(ENV8)	-	-	-	-	Remove - potential impact on residential amenity
68	E-ACT Academy (Former Verdin High School)	Winsford Over and Verdin	11.00	Brownfield	HELAA	No	No	No	-	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
69	Crookes Lane, Rudheath CW9 7SL	Shakerley	3.46	Greenfield	HELAA	No	Yes	No	-	Residential/D2	-	-	-	-	-	-	Review Call for Site - Local Plan (Part Two) submission - kept in SL
70	Arderne Golf Course, Tarporley (area 2) CW6 OTS	Tarporley	8.13	Greenfield	HELAA	No	Yes	No	-	-	-	-	-	-	-	-	Keep in (but review HELAA rep - golf course proposal?)
71	Arderne Golf Course, Tarporley (area 1) CW6 OTS	Tarporley	6.91	Greenfield	HELAA	No	Yes	No	-	-	-	-	-	-	-	-	Remove - impact on existing golf course
72	Rode Street Works / Buffer Depot, Rode St, Tarporley	Tarporley	2.07	-	HELAA	No	No	Yes	-	-	-	-	-	-	-	-	Keep in SL
73	Crows Nest Bridge Employment site, Newton By Tattenhall CH3 9BD	Tattenhall	2.14	-	HELAA	No	No	Yes	-	Employment	-	-	YES	-	-	-	Remove due to impact on marina, active employment uses and potential contamination
74	Land adjacent Hampton Heath Industrial Estate	Malpas	2.98	-	HELAA	No	No	Yes	-	-	-	-	-	-	-	-	Keep in - but need to enlarge site to achieve access
75	Land south of Chester football club, Bumpers Lane, Chester, CH1 4LT	Blacon	194.19	Greenfield	HELAA	No	No	No	-	Mixed-use---mainly-residential	-	Part-Allocated-(EC-2)	-	-	YES	YES	Keep in - potential site next to football ground on Bumpers Lane (England/Wales border crosses site)
76	Rossfield Road, Ellesmere Port CH65 3AW		0.90	-	Existing Site - LA Site	No	No	No	-	-	11/05215/OUT	Part-Allocated-(ENV8)	-	-	-	-	Remove - Existing G&T site provided by LA. Not considered that there is potential for expansion
77	Land at Junction of Davenham Bypass and London Road, Northwich		0.59	-	Existing Site - Permanent Permission	No	No	No	-	-	11/03895/FUL-14/02835/S73	-	-	-	-	-	Remove - existing site without potential for extension
78	Land at Travellers Rest, Winsford		0.38	-	Existing Site - Permanent Permission	No	No	No	-	-	4/28231	STRAT-6-Winsford	-	-	-	-	Remove - existing private site - 16 pitches, permanent - no potential for expansion
79	MARTON VILLA FARM CLAY LANE MARTON WINSFORD		1.44	-	CW&C Farm Holdings Original Layer	No	No	No	-	-	-	-	-	-	-	-	Keep in - but assess access, potentially too remote from services but may have potential for a transite site
80	MARTON VILLA FARM CLAY LANE MARTON WINSFORD		3.06	-	CW&C Farm Holdings Original Layer	No	No	No	-	-	-	-	-	-	-	-	Keep in - potentially too remote from services but may have potential for a transite site
81	MARTON HALL FARM MARTON WHITEGATE WINSFORD		1.17	-	CW&C Farm Holdings Original Layer	No	No	No	-	-	-	-	-	-	-	-	Keep in SL
82	CHURCH FARM TARVIN CHESTER CH3 8NG		2.35	-	CW&C Farm Holdings Original Layer	No	No	No	-	-	-	-	-	YES	YES	-	Keep in SL - but assess access
83	HOLDING NO 10 TARPORLEY ROAD TARVIN CHESTER	Tarvin and Kelsall	5.20	Greenfield	CW&C Farm Holdings Original Layer	No	No	No	-	-	-	-	-	-	-	-	Keep in SL - review best location (more than 1 site potential)
84	MARTON VILLA FARM CLAY LANE MARTON WINSFORD		48.31	-	CW&C Farm Holdings Original Layer	No	No	No	-	-	-	-	-	YES	YES	-	Keep in SL- review potential - on NE of site or from access on NW boundary
85	West of the A534, Ridley, Tarporley, Cheshire, CW6 9RY		31.43	-	CW&C Farm Holdings Original Layer	No	No	No	-	-	-	-	-	-	-	-	Remove - too remote from services
86	Land at Newbridge Road, Ellesmere Port, CH65 4LX		0.38	-	EGI	No	No	No	-	-	-	-	-	-	-	-	Remove - too small, within industrial environment
87	Land at Weaverham Bank Farm, High Street, Northwich, CW8 3HA		0.67	-	EGI	No	No	No	-	-	-	-	-	-	-	-	Removed - potential overlooking/privacy issues
88	Meadow Island, Bradford Road, Winsford, CW7 2PD		2.44	Greenfield	HELAA	Yes	No	No	-	Residential	-	-	-	-	YES	YES	Keep in SL. Review SHLAA representation made with regard to aspiration for residential development.
89	Land east of A533, Brick Kiln Lane, Middlewich, CW10 9JJ	Davenham and Moulton	2.69	Greenfield	HELAA	No	Yes	No	-	C3-and-other	-	-	-	-	-	-	Reviewed and kept in Shortlist.




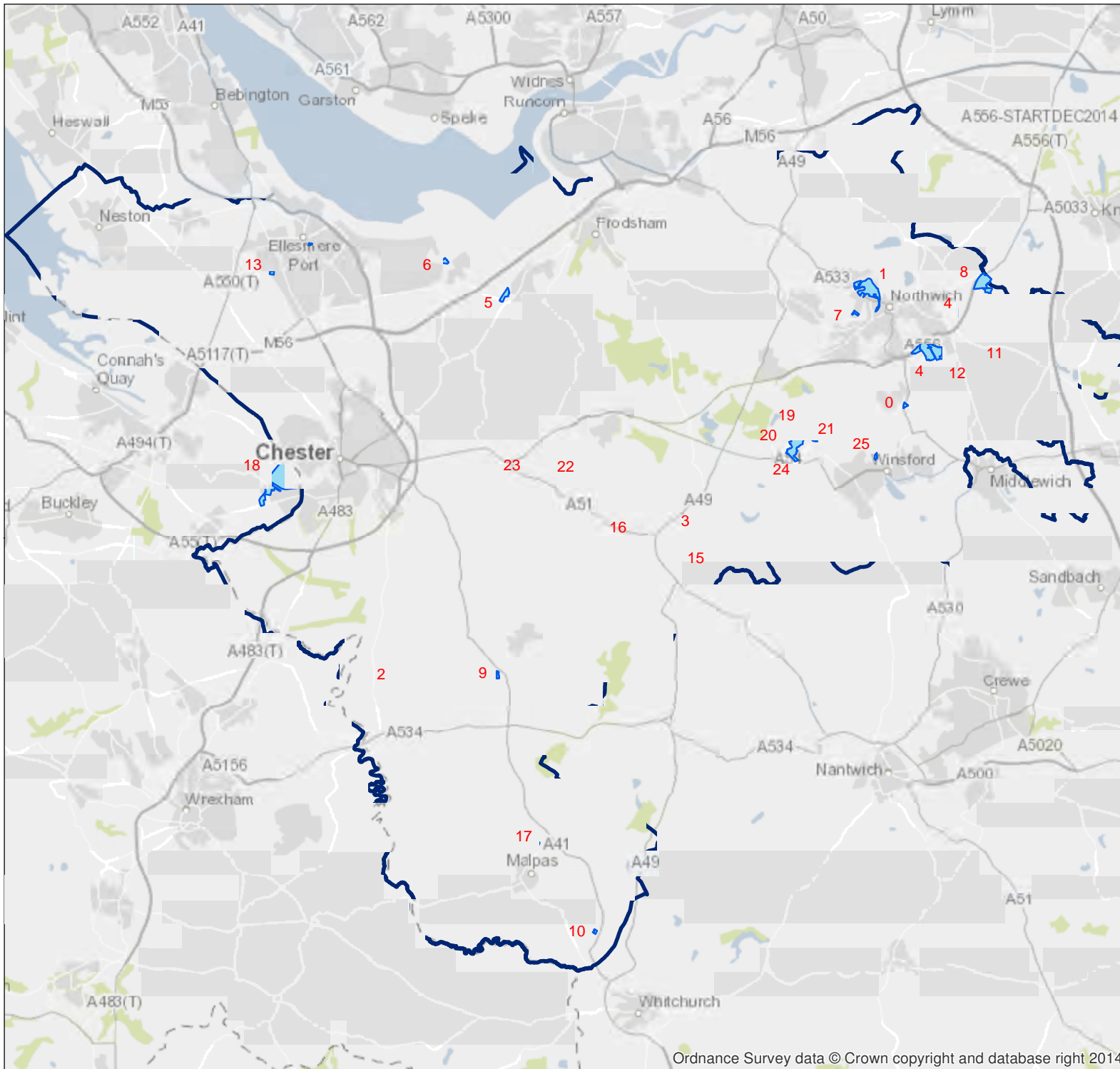
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Client: Cheshire West and Chester Council

Figure 5.1 Gypsy and Traveller Sites Study Shortlisted Sites

Key

 Shortlist Sites



March 2016

Scale 1:250,000@ A4

A093028 OS Mapping Cheshire V2.mxd

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6.0 STAGE 3: IDENTIFICATION OF PREFERRED SITES

- 6.01 Following identification of the **26 shortlisted sites**, a site visit was made to each site during December 2015. The site visits allowed much more valuable information to be collected than was possible at the desktop stages. Issues such as site environment, suitability of access and potential impacts on residential amenity could be much more easily and accurately assessed on site. The site visits were also supported by further desktop analysis. The visits allowed us to objectively assess whether sites were suitable for Gypsy and Traveller use, when considering the full range of factors.
- 6.02 At this stage we also considered specifically what type of traveller site each shortlisted site would be suitable for. The different site requirements of each type have been set out in Section 3. A conclusion was made in regard of each site.
- 6.03 For each site a proforma report has been produced (these are included in the appendices). The **proformas identify each site's location, provide a photographic record and detail an assessment** of the site against the **'essential' criteria set out within the methodology** (see Table 3.1). In accordance with **the methodology, those sites where it was identified that any of the 'essential criteria' cannot be satisfied, and the relevant constraint/s could not be overcome through mitigation measures, were identified as 'unsuitable' and removed from the process.**
- 6.04 The proforma assessment included the **'desirable criteria'** (see paragraphs 3.32 to 3.42, Section 3) to help inform the identification of preferred sites. The assessment made against these criteria is again summarised in each of the proforma reports produced.
- 6.05 Building on the intelligence gained through the site visits, a review of the planning history for each site was completed. It has also been sought to establish the ownership of each site. Furthermore, where possible an investigation into any representations made which have promoted the site to the Council through the planning process have also been considered at this stage. This information together has been utilised to establish the availability of each site to be acquired by the Council for use as a Gypsy and Traveller site.
- 6.06 **Of the 26 shortlisted sites, the 'traffic light system' employed identified 15 sites as RED (unsuitable), 9 sites as AMBER (suitable subject to further investigation or mitigation measures) and 2 sites as GREEN (suitable in principle).**



- 6.07 Of the sites assessed as RED, and therefore identified as unsuitable to be taken forward for further consideration, the most frequently identified constraint was the inability for a suitable access to be provided to serve a Gypsy and Traveller site. This resulted in seven sites being determined as unsuitable. To summarise further, four sites were identified as representing an inappropriate location, for which either development could not be accommodated without an anticipated unacceptable adverse impact on the residential amenity of existing residents, or would provide unacceptable living conditions for residents on any potential Gypsy and Traveller sites. Three of the sites were identified as having physical constraints with respect to the land which rendered the site unsuitable. Three sites were identified to be unavailable for the desired use due to existing active land uses or known aspirations of landowners and at a further two sites it was considered that it would not be possible for the desired development to be accommodated without a significantly adverse impact resulting on the visual amenity of the locality.
- 6.08 For each of the AMBER and GREEN sites a recommendation has been provided on whether the site is **considered best suited to accommodate a permanent, transit or travelling showpersons's site based on** the specific individual requirements for these three different types of site. The recommendations provided identify six of the sites as potentially suitable to accommodate a permanent site, six of the sites potentially suitable to accommodate a transit site and two sites potentially suitable to accommodate a travelling showpersons site.
- 6.09 For the sites identified as AMBER or GREEN, WYG have identified on a site plan the area of land which is considered to be best suited to accommodate a Gypsy and Traveller site. From this a maximum potential site area has been derived to help inform the number of pitches which can potentially be provided. It should be noted that in many cases the site is large and only part of it would be potentially suitable for a gypsy & traveller site, or there may have been several potential locations within the site. It should also be noted that the resulting potential site area is in many cases much larger than would be required for a sensibly-sized gypsy & traveller site. The larger potential site areas therefore indicate the flexibility to locate smaller gypsy & traveller sites within them and should be read as such.
- 6.10 The most appropriate location to form a vehicle access point on to the site has been considered and is identified on the site plans produced. Any screening measures considered necessary to appropriately define a site and mitigate any amenity concerns have also been identified.



- 6.11 During this stage the WYG team met with the Project Steering Group and presented the initial findings. Detailed comments were received at the meeting. The site proformas were then distributed in draft to the Project Steering Group and further detailed comments were received and information provided (including site ownership details). The assessments and proformas were amended in respect of this collaborative process.
- 6.12 Appendix 2 provides all of the proformas for the GREEN and AMBER sites. The Appendix also includes the site plans showing potential site locations for each site. Appendix 3 provides proformas for the rejected RED sites that were assessed at this stage and deemed unsuitable for use as a Gypsy and Traveller site.
- 6.13 The following pages include Table 6.1, which summarises the assessments undertaken at this stage. The following map, Figure 6.1, highlights the distribution of all the green and amber sites across the Borough.

TABLE 6.1: Assessing Shortlisted Sites

Short List Ref No.	Long List Ref No.	LOCATION		PRIMARY INFORMATION			SOURCE				PROPOSED USES	PLANNING PERMISSIONS	ALLOCATIONS / DESIGNATIONS		GIS DATA			NOTES		SITE ANALYSIS		
		Address	Ward	Site Area (Ha)	Greenfield / Brownfield	Ownership	Site Data Source	SHLAA 2013 Site	LP Part 2 Call for Sites	Council Identified Site (Desktop)	Identified Proposed Use (through PP, SHLAA, or Call for Sites)	Planning Permission on Site	Site Allocation in Local Plan Part 1	Neighbourhood Plan Allocation	Partly Within Green Belt	Site Partly Within Flood Risk Zone 3	Site Partly Within Flood Risk Zone 2	Site Visit Notes	Further Information	Potential Type/s of Site	Identified Potential Site Area	Red / Amber / Green
1	1	Land adj Winnington Leisure Park, Winnington Lane	Winnington and Castle	61.64	Brownfield	-	HELAA	No	Yes	No	B1, C3, Mixed	-	Part Allocated (E5.5 & NE10)	No	-	YES	YES	Majority of site in active use as salt/chemical works. Northern island within site appears to be surplus and offers potential for a site. Need to understand land availability. Area is categorised as being in Flood Zone 2.	Site identified in Employment Land Review 2013 with ref.E5.5. Identifies land contamination is likely. Representation made in Call for Sites 2015. Outline consent for Winnington Urban Village which incorporates the part of site which is of interest for employment use, (12/01838/S73 and 06-0740-OUM). LPA old site ref. WIC/002/E and WIC/0014/E. Land owned by Brunner Mond.	Permanent	17,946sq.m	Amber
2	2	Stannage Lane, Chester, CH3 6LA	Farndon	0.65	Greenfield	-	HELAA	No	Yes	No	B1, C3, Mixed use	-	Part Allocated (ENV 25)	No	-	-	-	Strong local character, difficult access - tight corner, unmaintained road, next to village hall		Permanent		Red
3	5	East of Utinton Road, Tarporley, CW6 OHT	Tarporley	19.17	Greenfield	-	HELAA	No	Yes	No	Mixed use, C3 and other	-	Part Allocated (NE11)	No	-	-	-	May be potential for permanent site in field furthest from existing houses, but needs access away from bridge, potentially using existing access point. Close to residential so needs screening but some mature trees already at field boundary, very close to services.	Ownership unknown. Not affected by Tarporley Neighbourhood Plan (draft).	Permanent	25,892 sq.m	Green
4	6	Land to the south of A556, Rudheath, Northwich	Davenham and Moulton	66.65	Greenfield	-	HELAA	Yes	Yes	No	C3, B1-B8, mixed use	-	-	No	-	YES	YES	Use of open farmland could impact ability to achieve a comprehensive development of the wider site for housing. A new marina is under construction in south east corner of site. Vale Royal Crematorium in active use on western part of site.	Land owner thought to be actively pursuing development potential for residential and employment uses. SHLAA 2013 sites WIR/0008/S and DAM/006/S. Sites identified within SHLAA as having long term potential due to constraints and large nature of sites.	Permanent		Red
5	7	Former BICC, Chester Road, Helsby	Gowy	11.16	Mix	-	HELAA	No	No	No	1/2 housing, 1/2 Railway Station with parking	-	Part Allocated (EC 2 & E5.20)	No	YES	YES	YES	Potential for a site in fields in southern part. Major road but close to junction, access possible. Needs screening but large site. Close to services	Part of site within Green Belt. Site neighbours existing site with temporary permission (The Paddock, Dunham on the Hill)	Permanent / Transit	33,041 sq.m	Amber
6	16	Ince Caravan Site, Station Road, Ince, Ellesmere Port, CH2 4NJ	Elton	5.50	PDL	-	HELAA	Yes	No	No	Mixed B uses, Residential	-	Majority Allocated (EMP8)	No	YES	-	-	Former caravan use but now reverted to waste ground (may not now be brownfield). Very well screened, access is good but overhead pylons and oil refinery close by. Requires further investigation.	Between Stanlow policy area and Power Station allocation. HSE hazard zone covers site. Will be an easement constraint for the overhead power line.	Transit		Red
7	23	Winnington Business Park, Winnington Ave, Northwich	Winnington and Castle	2.96	Brownfield	-	HELAA	No	No	No	-	-	Part Allocated (E5.4)	No	-	-	-	Site forms part of Winnington Business park which is in active use. Site considered unavailable unless indicated otherwise by land owner. Industrial setting not well suited to residential use.		Permanent		Red
8	24	East of Shurlach Road/Chester Road, Lostock Gralam	Shakerley	41.45	PDL/Greenfield	-	HELAA	No	No	No	B8	-	-	No	-	-	-	Southern part of site: Provides potential opportunity. The area is wooded/overgrown but has a suitable access road. Previously developed land with remediation works being necessary. Southern part of site likely to be too isolated to accommodate a permanent site.	Old LPA ref. SHA/0008/E. Proposed HS2 route passes through northern part of site and access road to southern part of site.	Transit	22,964 sq.m	Amber
9	27	Chowley Oak Lane, Tattenhall, Chester CH3 9GA	Tattenhall	3.41	Greenfield	-	HELAA	No	No	No	-	-	-	No	-	-	-	Good site, next to Chowley Business Park, good access, would need screening, too remote from services for a permanent site. Need to confirm ownership - aspirations to extend business park would mean site is undeliverable.	Rep to Local Plan suggests accepted aspiration for potential expansion of business park. Ownership thought to be Cholmondeley Estate.	Transit	34,046 sq.m	Amber
10	29	Whitchurch Road, Tushingham Cum Grindley	Malpas	2.17	Greenfield	-	HELAA	No	No	No	-	-	-	No	-	-	-	60 mph road, no side road, access is therefore difficult.		Permanent / Transit		Red
11	31	Land east of King Street, Northwich	Shakerley	88.25	Greenfield	-	HELAA	No	No	No	-	-	-	No	-	-	-	Open farmland. Two fields along southern boundary of site offer potential for access. Distance to local services is a potential issue. Impact on landscape would require consideration and further screening.	Old LPA ref. WIR/0012/E. Proposed HS2 route passes through site.	Permanent / Transit	North Site: 17,275 sq.m South Site: 18,629 sq.m	Amber
12	32	Land South East of Gadbrook Park	Witton and Rudheath	26.16	Greenfield	-	HELAA	No	No	No	-	-	-	No	YES	YES	Open farmland including small residential development. Two potential site locations off Davenham Road. Landscape impact would require consideration. Distance to local services is a potential issue.	Neighbouring residential properties are 'Pear Tree Farm Cottages'. Local Plan representation has been provided which indicates that land owner is promoting the site for employment uses, specifically as a new logistics warehouse and distribution site within the next 5 years. Representations identify that there are no site constraints of significance other than flood risk.	Permanent / Transit		Red	
13	56	Land at Gorsthills County Primary School (not built) CH66 4JB	Ledsham and Manor	2.81	Brownfield	CW&CC	HELAA	No	No	No	-	-	Part Allocated (ENV 17)	No	-	-	-	Faces existing housing. Could potentially be screened. Water treatment works adjacent but no apparent odour issues.		Permanent		Red
14	69	Crookes Lane, Rudheath CW9 7SL	Shakerley	3.46	Greenfield	-	HELAA	No	Yes	No	Residential/D2	-	-	No	-	-	-	Well screened site. Access could be created on to site using slip road from A556. Need to understand landowner aspirations. Site close to dual-carrageway and roadside service business. Neighbouring salt works	Promoted through Call or Sites ref. CFSS3/CF570	Permanent / Travelling Show Persons Site	23,948 sq.m	Amber
15	70	Arderne Golf Course, Tarporley (area 2) CW6 OTS	Tarporley	8.13	Greenfield	-	HELAA	No	Yes	No	-	-	-	No	-	-	-	Potential impact on existing houses that are adjacent to the site on higher ground. Access could be achieved for a small site. Public footpath runs through site and it is well used for informal recreation.		Permanent		Red
16	72	Rode Street Works / Buffer Depot, Rode St, Tarporley	Tarporley	2.07	-	-	HELAA	No	No	Yes	-	-	-	No	-	-	-	Only access is direct from 60 mph road - so problematic. Appears to be active employment use on the site.		Permanent		Red
17	74	Land adjacent Hampton Heath Industrial Estate	Malpas	2.98	-	-	HELAA	No	No	Yes	-	-	-	No	-	-	-	Potential impact on houses on Mates Lane, site is well screened but access from Mates Lane would have impact. Access requires third party land.		Permanent / Transit		Red

TABLE 6.1: Assessing Shortlisted Sites

Short List Ref No.	Long List Ref No.	LOCATION		PRIMARY INFORMATION			SOURCE				PROPOSED USES	PLANNING PERMISSIONS	ALLOCATIONS / DESIGNATIONS		GIS DATA			NOTES		SITE ANALYSIS		
		Address	Ward	Site Area (Ha)	Greenfield / Brownfield	Ownership	Site Data Source	SHLAA 2013 Site	LP Part 2 Call for Sites	Council Identified Site (Desktop)	Identified Proposed Use (through PP, SHLAA, or Call for Sites)	Planning Permission on Site	Site Allocation in Local Plan Part 1	Neighbourhood Plan Allocation	Partly Within Green Belt	Site Partly Within Flood Risk Zone 3	Site Partly Within Flood Risk Zone 2	Site Visit Notes	Further Information	Potential Type/s of Site	Identified Potential Site Area	Red / Amber / Green
18	75	Land south of Chester football club, Bumpers Lane, Chester, CH1 4LT	Blacon	194.19	Greenfield	CW&CC	HELAA	No	No	No	Mixed use - mainly residential	-	Part Allocated (EC 2)	No	-	YES	YES	Potential for small permanent site opp football club, well screened site but small, next to recycling centre. Larger site next to it may be better but requires screening. Access achievable but requires tree loss. Relatively close to services. Industrial park setting.	Site history of ground contamination. Proposed Chester Western Relief Road passes through site.	Permanent	-	Red
19	79	MARTON VILLA FARM CLAY LANE MARTON WINSFORD		1.44	-	CW&CC	CW&C Farm Holdings Original Layer	-	-	-	-	-	-	-	-	-	-	Site not accessible by vehicles from any existing roads. Site bounded by neighbouring fields and former railway line which is now part of the Whitegate Way.		Permanent	-	Red
20	80	MARTON VILLA FARM CLAY LANE MARTON WINSFORD		3.06	-	CW&CC	CW&C Farm Holdings Original Layer	-	-	-	-	-	-	-	-	-	-	Farmland with potential for site to be formed on part of field. Least sensitive area would be northern half of site away from residential properties located on Clay Lane. Site is well screened on all sides. Existing access off Common Lane at junction with Clay Lane. Distance to local services is a potential issue. Site is on a steep embankment which would not allow for caravans to be stationed on without extensive leveling works.	Closest land uses to prospective site are a small number of residential properties, riding school, Acorns Caravan Park and farm buildings. No known contamination issues.	Transit	7,566 sq.m	Green
21	81	MARTON HALL FARM MARTON WHITEGATE WINSFORD		1.17	-	-	CW&C Farm Holdings Original Layer	-	-	-	-	-	-	-	-	-	-	Distance to local services is a potential issue. Site is on a steep embankment which would not allow for caravans to be stationed on without extensive leveling works.		None	-	Red
22	82	CHURCH FARM TARVIN CHESTER CH3 8NG		2.35	-	CW&CC	CW&C Farm Holdings Original Layer	-	-	-	-	-	-	-	YES	YES	Narrow lane, difficult access, farmhouse next to site would have amenity impacted, open land, isolated from services.	Need to understand wider residential growth aspirations promoted by Parish Council	Permanent	-	Red	
23	83	HOLDING NO 10 TARPORLEY ROAD TARVIN CHESTER	Tarvin and Kelsall	5.20	Greenfield	CW&CC	CW&C Farm Holdings Original Layer	-	-	-	-	-	-	-	-	-	-	Potential for a small permanent site in one preferable location in NW of site on Tarporey Road. Sensitive setting (conservation area, setting of church, landscape character, amenity of existing houses) so needs good screening and careful siting. Access possible. Narrow tracks prevent land to rear being used. Very close to services.		Permanent	4,216 sq.m	Amber
24	84	MARTON VILLA FARM CLAY LANE MARTON WINSFORD		48.31	-	CW&CC	CW&C Farm Holdings Original Layer	-	-	-	-	-	-	-	YES	YES	Site covers wide area of existing farmland. Limited potential for a site accessed off approach road to farm buildings. Access road narrows and is considered to be unsuitable for large vehicles. Majority of site inaccessible for proposed use or sensitive to landscape impact.		Permanent	6,815 sq.m	Amber	
25	88	MEADOW ISLAND, BRADFORD ROAD, WINSFORD, CW7 2PD		2.44	Greenfield	-	HELAA	Yes	No	No	Residential	-	-	No	-	YES	YES	Site found to be used for storage of piled rock salt. Existing access formed. Close to existing shops and services. If site can be made available, potential for part of site to be used.	SHLAA Site ref. WIW/0027/S. Considered suitable for development in SHLAA assessment. Land in ownership of Compass Minerals Ltd.	Permanent / Travelling Show Persons' Site	11,070 sq.m	Amber
26	89	Land east of A533, Brick Kiln Lane, Middlewich, CW10 9JJ	Davenham and Moulton	2.69	Greenfield	-	HELAA	No	Yes	No	C3 and other	-	-	No	-	-	-	Site only accessible via Brick Kiln Lane. Access approach suffers from steep incline which would prevent access for large vehicles/caravans.		Transit	-	Red



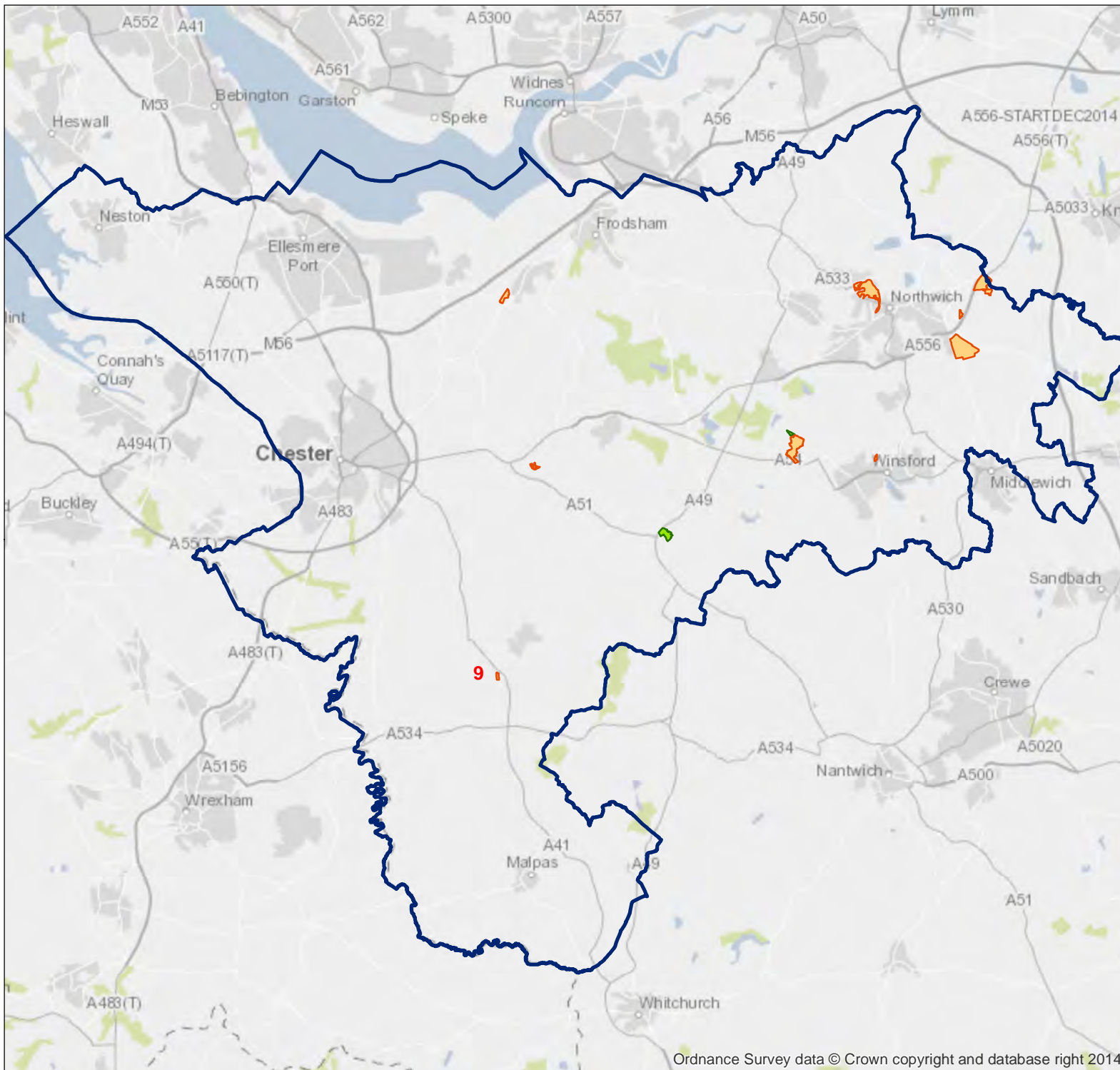
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Figure 6.1 Gypsy and Traveller Sites Study Shortlist Sites

Key

- Shortlist Sites - Green
- Shortlist Sites - Amber



North

Scale 1:250,000@ A4

March 2016

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7.0 SUMMARY AND RECOMMENDATIONS

7.01 In summary WYG, working closely with the Project Steering Group, have been able to identify a range of potential traveller sites (both geographically and in types of site) and have assessed these for suitability and achievability. The outcome of the Study has been the recommendation of the following site options:

Table 7.1 Recommended Site Options Summary

Site Reference and Name	Status	Ownership	Potential Gypsy & Traveller Site Area	Type of Site Recommended
1. Land adjacent to Winnington Leisure Park	Amber	Private	17,946 sq.m	Permanent
3. East of Utkinton Road, Tarporley	Green	Private	25,892 sq.m	Permanent
5. Former BICC, Chester Road, Helsby	Amber	Private	33,041 sq.m	<u>Permanent</u> or Transit
8. East of Shurlach Road/Chester Road, Lostock Gralam	Amber	Private	22,964 sq.m	Transit
9. Chowley Oak Lane, Tattenhall	Amber	Private	34,046 sq.	Transit
11. Land east of King Street, Northwich	Amber	Private	2 potential site locations: 17,275 sq.m and 18,629 sq.m	<u>Permanent</u> or Transit
14. Crookes Lane, Rudheath	Amber	Private	23,948 sq.m	Permanent or Travelling Showpersons'
20. Marton Villa Farm, Clay Lane, Marton	Green	CW&CC	7,556 sq.m	Transit
23. Holding no.10, Tarporley Road, Tarvin	Amber	CW&CC	4,216 sq.m	Permanent
24. Marton Villa Farm, Clay Lane, Marton	Amber	CW&CC	6,815 sq.m	Transit
25. Meadows Island, Bradford Road, Winsford	Amber	Private	11,070 sq.m	Permanent or Travelling Showpersons'

7.02 It is perhaps not surprising that there are a large number of potential transit sites identified. Transit sites are not required to have as close a relationship to shops and services as permanent sites. For this reason they can be located further from settlements. There is more land that falls into this



category and therefore more potential transit sites have been identified. Being further from settlements has also meant that there are fewer residential properties surrounding these sites, leading to less of these sites being removed due to potential impacts on residential amenity. The outcome is that we have significantly more transit sites identified than are required. For this reason, wherever a preferred site is identified as being suitable for either a permanent or transit site we have recommended it as a permanent site.

7.03 Table 7.2. considers how many preferred sites we then have in terms of each type of site. The variations within each number reflect the different options presented in Table 7.1. We have also considered what this means in terms of pitch capacity for each type of site. We have used applied an assessment of the potential site areas against the space needed for the different types of site. This has been based on an overview of existing sites (including the two permanent sites recently provided by the Council) and best practice guidance (especially Designing Gypsy and Traveller Sites, DCLG, 2008). We have assumed a maximum site capacity of 20 pitches on any one site (irrespective of the type of site) even though some sites are significantly larger than this. Please note that Site 11 is capable of accommodating two discrete sites and has been assessed as two sites for this reason. Given the issues discussed in paragraph 7.02 and the profile requirement we have considered that any site capable of accommodating either transit or permanent sites are categorised as permanent sites for the purposes of the table.

7.04 Finally, we have then compared this level of provision with the calculated need taken from the GTAA and accounting for the planning permission last year for four additional permanent pitches (see Table 1.1, Section 1; planning application reference 14/02835/S73).

Table 7.2: Identified and Required Numbers of Pitches

Type of Site	Number of Potentially Suitable Sites (Amber or Green)	Estimated maximum capacity: number of pitches (combined)	Requirement (number of pitches)
Permanent	3 to 8	105 to 140	42
Transit	4 to 7	up to 58	5-10
Travelling Showpersons'	0 to 2	up to 31	13

7.05 Table 7.2 clearly shows then that the capacity of the preferred sites is significantly higher than the required number of pitches in all site categories. There are around three times as many pitches capable of being provided within the preferred sites than is required in all categories. Given the risks



associated with the 'amber' sites, which most of the preferred sites are, and the large number of sites in private ownership, with landowners that have not yet been contacted, then we consider this to be an appropriate number of sites to allow for sufficient flexibility and risk. This should allow for the required number of sites to come forward.

7.06 It should be noted that a sufficient number of sites, of sufficient capacity, have been identified without the recourse of having to consider release of any Green Belt land for the purpose.

Recommended Next Steps

7.07 The identification of the Preferred Sites is clearly the first stage in the task of allocating land for that purpose within the Local Plan (Part Two) and ultimately delivering the Gypsy and Traveller sites over the Plan period. We recommend that the Council pursue the following actions moving forwards in order to meet the identified need.

Table 7.3: Suggested Next Steps

Review of Sites	
<ul style="list-style-type: none"> • The Council's Planning Policy team should thoroughly review the Preferred Sites, liaising with other Council departments to determine whether there are any potential issues in allocating the sites for a traveller site use in terms of conflict with any planning policy, wider Council strategies or other supported development proposal; if there may be any other practical difficulties in terms of delivery. Our selection process to date should have minimised any such issues but this should be kept in review as the Local Plan (Part Two) is developed in greater detail, the wider planning context may change and other planning applications in the area may be submitted. • It will be important to ascertain any infrastructure that may be required to deliver the sites. This is likely to primarily involve new access roads, which will vary in length and complexity, as indicated on our proformas and supporting plans (where possible we have used existing accesses or access spurs). The Council's Highways department should review these access proposals to confirm their acceptability in principle and to estimate likely costs. 	



Review Potential for Acquisition

- The Council should review the tenancies on their Farm Holdings with a view to delivering sites 20, 23 and 24 as **early wins**.
- The Council should contact the landowners of the other sites as an early action to ascertain their willingness to dispose of the sites and to begin discussions to arrive at a mutually agreeable value for the land.
- The outcome of this stage will be a refined list of sites. It is recommended that the Council continue with a larger number of sites than the current need requirement in order to allow for sites that may become discounted later in the process (e.g. due to consultation responses or greater than anticipated deliverability difficulties).

Stakeholder consultation

- It is recommended that the Council contact representatives of the Gypsy and Traveller community to seek their views on the preferred sites (disregarding those for which private landowners do not wish to sell). These discussions are likely to focus on the geographic locations of the sites and how these fit with desired locations. It will be important to **undertake separate discussions with the travelling showpersons' community as they will have** distinct needs from other travellers. During these discussions it is also recommended that the appetite of the community to acquire and deliver any of these sites themselves should be tested.
- Engagement should also be pursued with local Ward Members, Parish/Town Councils and any Neighbourhood Plan groups whose area includes any of the site options. It will be important to clearly explain the requirement and the process (many Parish/Town Councillors did attend an early presentation by WYG on the Study) and to allow them to provide comment on the selected sites. It will be important to manage this consultation and to try and seek consensus, or at least to minimise objections, in order to allocate and deliver these sites.



Allocation and Approach

- This Study provides part of the Evidence Base for the Local Plan (Part Two). The final sites selected will be allocated as part of this document. It will be important to undertake public consultation on these sites alongside other Local Plan (Part Two) content as this document moves through the adoption process. It will be important to integrate the process described above with the preparation and consultation process of the Local Plan (Part Two).
- When it comes to the delivery of the Gypsy and Traveller sites, this could be led by either the Council or the private sector (i.e. the traveller community). For sites that are delivered by the Council clearly there has been recent experience in successfully delivering two permanent sites. These provide a model for process and design that will be useful in delivering further sites. An appropriate model will need to be discussed and agreed for each site.

Design

- The plans provided with the preferred site proformas indicate the potential areas of the site that would best accommodate traveller sites, the boundaries that would need landscape screening and the recommended access to the site. These should be used as the first step in preparing layouts for the site. The layouts would need to be informed by a brief that would establish the type of traveller site and the required number of pitches. It would need to accommodate the required pitches, amenity blocks, circulation space, landscape/open space and support buildings if required. Travelling showperson sites would also require HGV and equipment storage and circulation/maintenance space. It is recommended that Gypsy and Traveller communities are consulted during this design stage.

Ongoing Review

- Finally, it will be important to review the need and provision of Gypsy and Traveller sites on a regular basis. We recommend that this is done every five years. As a result, the Council may need to allocate more sites. The shortlisted and preferred sites not taken forward from this study should form a first point of reference for any additional sites.





APPENDIX 1: CONSULTATION RESPONSES





Consultation Responses on Draft Methodology

Comments from Alison Heine (Planning Consultant working with Gypsies and Travellers)

Comment	WYG/Council Response
Consultation fatigue	It is recognised that significant consultation has already occurred (to support the GTAA and the previous ekosgen study). For this reason we have drawn from these previous exercises and minimised the new consultation that is needed to support this study.
Same process as previously – need sites for immediate need	The process is based on the requirement for CW&CC to facilitate supply of sufficient G&T sites in their Local Plan Part Two. For this reason the study needs to contribute to a robust evidence base and to plan for supply over the plan period. The process is therefore based on these statutory requirements. Potential 'early wins' will be included within the Recommendations.
Incorrect definition used - Alison Heine subsequently retracted this	No response necessary – correct definition was used.
Why prepare a long list?	The process must be robust and transparent. We need to prepare a long list as part of the process and this will be included within the report in order to clearly show why sites have been ruled out.
No justification to rule out Green Belt sites	The latest Government guidance clearly indicates that G&T sites can only be provided in the Green Belt land if land was removed from the Green Belt for this purpose, as part of Local Plan preparation. In order to do this exceptional circumstances would need to be demonstrated. For this reasons we have decided to only go back and look at Green Belt sites if suitable provision cannot be first found on non-Green Belt land.
Why rule out housing sites?	Sites identified must be deliverable. Land that is allocated, has planning permission or is otherwise realistically proposed for housing will have a land value that reflects this. It is unlikely that either public or private G&T sites could be provided if the land has to be purchased at residential land values. These sites are not therefore realistically deliverable. This approach is supported in Government guidance.



<p>Should start with consulting Gypsies and Travellers</p>	<p>Refer to first comment regarding consultation fatigue. A significant and valuable body of consultation responses is available from local G&T communities from previous studies. This has been referred to, to inform G&T requirements for sites. However, in response to this concern the Council have commissioned Irish Community Care Merseyside to engage with the G&T community. WYG will also contact the Travelling Showpersons Guild. The outcomes of the additional consultation will be fed into the site selection process.</p>
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Comments from Planning Aid

Comment	WYG Response
General Comments	
<p>1. No distinction for types of sites required</p>	<p>This is acknowledged – we will be considering the different types of sites and their specific requirements. This will be reflected in the final written explanation of methodology. Briefly, the different requirements for different sites are described below:</p> <p>Permanent Sites – for stays in excess of three months, often due to health and education reasons. These are generally smaller family-oriented sites. They will require a better site environment and better access to local facilities but will tend to be smaller and will have less onerous access requirements.</p> <p>Transit Sites – for stays of up to three months. These will tend to be larger sites, to accommodate travelling groups. They can be located further from local facilities but will have more significant access requirements and have potential to have a greater impact on neighbouring residents. They may also require services to be provided on site –e.g. health visitor, Traveller education etc.</p> <p>Travelling Showperson Sites – these have the most significant access and site space requirements as they need to accommodate equipment and HGVs in addition to accommodation. The Showmen’s Guild have</p>



	provided advice on site size and layout which we have consulted. Their location is also partially dependent to the demand for fairs/circuses locally.
2. Lack of clarity in weighting, risk of removing suitable sites early	A balance of judgement will be used at shortlisting stage rather than a weighted score process. This will be based on the criteria identified – with each shortlisted sites visited and assessed. Sites will only be removed early (i.e. at long list stage) if they have a characteristic that alone would make them unsuitable (size, flood risk etc). Details of removed sites will be retained and we will go back and re-examine sites after shortlisting if we have an insufficient number.
3. Summary of relevant policies and process	The report will have a Planning Policy section that will summarise the latest national and local position. The study will comply with current and emerging policy and guidance. We are also aware of the announcement in the recent Housing Bill and will be monitoring this moving forwards.
4. Gypsy and settled community benefit from not being in close proximity. Sites identified in SHLAA would not always be suitable. Gypsy community could be priced out by housing developers.	There has been conflicting guidance about locating G&T sites alongside or apart from settled communities and promoting integration. We will be guided by the need to respect the amenity of both G&T sites and settled communities, and will also consider the need for reasonably accessible public services – which will differ according to the type of site. There are examples across Cheshire of sites located near housing operating successfully. However, many sites immediately adjacent to existing housing have been identified for housing within the SHLAA/HELAA and as such will mostly ruled out on deliverability grounds.
5. Most obvious way to meet need is through rented accommodation; Council wants to look at its own landholdings first; often extending existing sites is least contentious.	This is noted and understood. We have been provided with information on Council owned sites and this will form a major part of the source sites. The opportunity to extend existing sites (whether in terms of time or physical extent) will be considered on a site-by-site basis. We recognise that where sites have existed alongside settled communities, those communities tend to become more tolerant and understanding of Gypsies and Travellers. Previous consultations with the G&T community have also identified issues of desired maximum site sizes and potential difficulties between different groups of travellers so these factors must also be considered. What has come out of recent planning appeals is the need for smaller family



	sized sites.
6. Private owner occupied G&T sites may come forward (sometimes without planning permission). There may be a case to allow windfall sites.	CWAC will seek to enable private/G&T provision as well as Council provision of sites. The aim of the study is to identify sites, which could potentially come forward in either way. The aim is also to plan for future provision rather than support unexpected delivery of sites (especially those without planning permission). The potential for a additional sites to come forward as 'windfall's is acknowledged although these will need to be in line with Local Plan policies. CWAC would prefer to work with the G&T sites from an early (pre planning application) stage rather than see sites acquired and occupied outside of this plan-led approach.
7. Different G&T communities do not get on well together.	We are aware that this has been reported in previous consultations with the G&T community and also aware that different types of travellers have different needs. The site selection process will reflect these different needs and the size of sites should respond to the size of groups that travel together or wish to live together. As with any form of housing provision there will be no segregation on ethnic grounds.
Specific Comments	
1. a) Sources do not include G&T sites already in the planning system	These will be considered (although some may not make the long list for other reasons – e.g. they could be in Green Belt). There are seven permanent sites with permanent planning permission and a further eight sites with temporary planning permission. These have all expired (although three are currently at appeal) and all but two of them were personal permissions. All of these temporary sites are in the Green Belt. There are also two new Council-provided permanent sites, one private travelling showperson site and one encampment that does not have planning permission.
1. b) Further explanation may be necessary on national designations and how they may be affected	We believe that the descriptions of designations are sufficiently explanatory and of an appropriate level of detail for the size of study. We accept that sites can include listed buildings – these will only be filtered out if we believe that there is not scope for the listed building to be adapted to a G&T use without harming its significance. With regards to the environmental designations – we have a very extensive list of sites at source stage. These designations will be filtered out at this

	<p>stage but can be reintroduced if insufficient suitable sites are found without them. We accept that sometimes G&T sites can be provided where these designations exist but this is not always possible and is likely to add cost, complexity and a greater level of objection. For these reasons other sites will be preferred. See also response 3 under specific comments.</p>
<p>1. c) What is the prescribed size threshold</p>	<p>At the time of writing, the size threshold has not been determined. We are currently researching guidance and existing benchmark sites (including private sites in Cheshire West) to determine an appropriate minimum size. This is ongoing but at present a site area in the region of 0.20 to 0.25 ha is emerging as a likely minimum threshold. There will be further filtering based on different sizes for different types of site in subsequent stages.</p>
<p>1. d) Traveller sites could be provided as part of a wider residential scheme</p>	<p>This appears to conflict with general comment 4 above. If the wider site has potential for residential use then the part of the site considered for a G&T sites is likely to also have potential for residential use. This would lead to it being filtered out on land value and hence deliverability grounds. Also, provision of a G&T site alongside the residential site is likely to negatively impact the land value of the latter which may further affect deliverability, and also potentially the viability of the housing development. For these reasons we think it is correct to filter out such sites.</p>
<p>1. e) essential criteria do not include other designations such as conservation areas</p>	<p>Conservation Area status will be added as a factor to filter at this stage. Other local designations will also be separately assessed and sites filtered out as appropriate. This will be reflected in the final written methodology.</p>
<p>1. f) Careful consideration is needed on distances from services – G&T sites are often located further away than residential properties.</p>	<p>This is noted and has also been corroborated by our review of previous G&T consultation responses. G&T sites will not be required to have a comparable accessibility to housing sites. This will also vary depending on the type of site – permanent sites for example will require better accessibility than other sites.</p>
<p>1. g) Local authority ownership is considered irrelevant. Desirable criteria should also include sites owned by a Traveller.</p>	<p>We believe that local authority ownership is a relevant factor as this will significantly aid deliverability – indeed this is acknowledged in general comment 5. Adding sites owned by the G&T community is a good idea so we will amend</p>


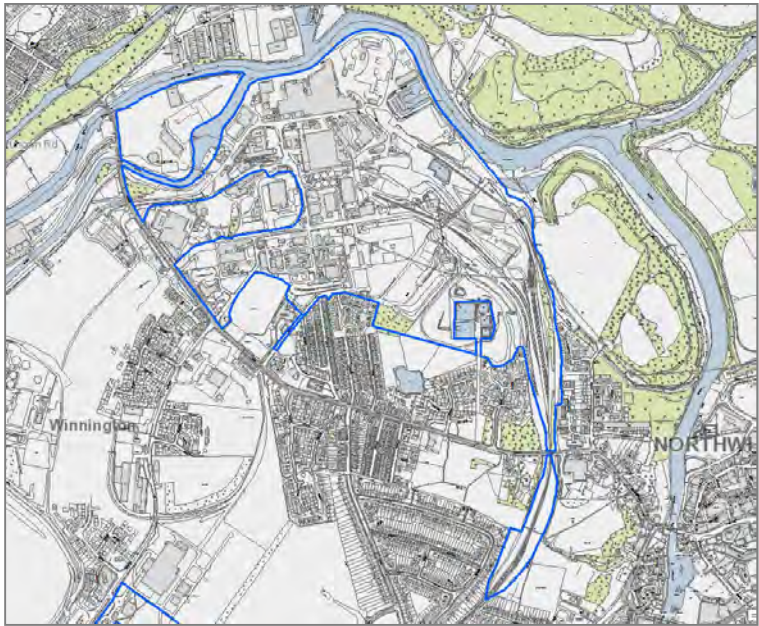


	the methodology to include this. These will be considered equally favourably to Council owned sites.
<p>2. Add to sources:</p> <ul style="list-style-type: none"> - Sites that are also considered for housing - Unauthorised sites to be considered as permanent sites - intensify existing sites 	<ul style="list-style-type: none"> - this has been discussed above (see 1d) - as part of the process we will be reviewing all existing sites that do not have permission (whether these have temporary permissions that have expired, or are due to expire, or never had permission). However many of these are in the Green Belt. - the capacity of existing sites (with and without planning permission), and the possibility of extending these, will be reviewed .
<p>3. some sites may have a designation that does not cover the whole site</p>	<p>This is true, although we must consider impacts on the designated area from G&T development alongside and not just within designation boundaries. Therefore, for sites smaller than 1 ha, we will consider the whole site as being affected by the designation. For sites above 1 ha we will determine whether it is wholly or partly affected. It should be borne in mind that in order to handle very large data sets (there are c.9,000 sites to assess at stage1) we are having to make some broad rules. More detailed site-by-site assessment will be done at subsequent stages of shortlisted sites.</p>
<p>4. Should AONB or areas affected by road/aircraft noise be included here?</p>	<p>AONB will be considered alongside other national designations. We do feel it is important to respect the G&T communities by not identifying sites that have unacceptable levels of noise (which could come from a variety of sources). This is unlikely to be identified from the broad data-based assessment at Stage 1. Instead, it will be an important consideration when we visit and assess shortlisted sites.</p>
<p>5. Should 2.10 also refer to safe vehicle access to/out of the site?</p>	<p>Yes. The paragraph talks about safe access to the site, by logical extension this also extends to safe access from the site.</p>
<p>Typos</p>	<p>These will be corrected in the final version of the methodology, which will appear in the draft report.</p>



APPENDIX 2: SITE PROFORMAS – PREFERRED SITES



<p>Site Reference: REF 01</p>	<p>Land adj Winnington Leisure Park, Winnington Lane, CW8 4DE</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) Policies: STRAT 5 Northwich ENV 1 Flood Risk and Water Management ENV 9 Minerals Supply and Safeguarding NE 10 Mersey Community Forest / Community Forest Multi-purpose Woodland</p> <p>Vale Royal Borough Local Plan Retained Policies: E5 Employment Land Allocations, (E5.5, site part allocated, Winnington and Wallerscote Urban Village) GS5 Settlement Boundary</p>
<p>Site Details</p>	<p>The site is part of the Tata Chemicals Europe Limited Winnings Works in Northwich located to the east of the A553. The site provides 61.64 hectares and is largely occupied by buildings associated to the operations of the chemical works. This extensive site incorporates part of an island within the River Weaver, referred to as 'Winnington Island'. The Council's Employment Land Study 2013 indicates that this part of the site is in the ownership of Brunner Mond.</p>
<p>Availability</p>	<p>The majority of the site is in active use by Tata Chemicals Europe Limited. Satellite images and WYG's site survey indicate that Winnington Island may provide an area of land which could accommodate development without compromising the existing active uses on the site.</p> <p>The island has been promoted for residential use through representations provided to the Council in 2014. The island also forms part the site area for planning permission 12/01837/REM for Winnington Urban Village where it is identified to accommodate employment and leisure development. It is unknown if the land owner would be willing to release the land for the proposed use.</p>
<p>Access</p>	<p>The majority of the site is accessible by private roads which connect the various parts of the chemical works site. An existing vehicle access point on to Winnington Island exists from Winnington Lane (A533).</p>
<p>Drainage/Topography</p>	<p>The parts of the site alongside the River Weaver are identified as being prone to flooding. The Winnington Island is entirely located within Flood Zone 2 and part of the island within Flood Zone 3. Existing buildings are in place on the island</p>



	indicating that the land can, at least in part, be developed.
Contamination Issues	Potential contamination issues borne from the ongoing industrial operations may exist on the site. Further investigation would be required to ascertain any contamination issues and any mitigation measures which would be necessary.
Impact of Neighbouring Uses	The site contains numerous buildings used in association with the chemical works. Some plots of open/undeveloped land exist within the site, principally on Winnington Island as well as land in the south west corner. Residential properties are found to the north and south of the site. Construction has commenced on the Winnington and Wallerscote Urban Village to the east of the site which will provide 1,200 new homes alongside new commercial and retail space.
Overlooking and Privacy	Winnington Island in the north west corner of the site is considered to be the most likely location capable of accommodating a Gypsy and Traveller site alongside the continuation of the existing active employment use. The island is well screened from Winnington Lane behind a high wall. Further screening would be required to effectively form a site on this location alongside the existing industrial buildings.
Landscape/Townscape Impact	It is not considered that the industrial and commercial buildings on the site make a positive contribution to the townscape quality of the area. The proposed use would not have an adverse impact on the surrounding landscape or townscape.
Impact on Amenity of Existing Community	<p>It is not considered that the use of part of the site for traveller accommodation would result in any significantly detrimental impact for neighbouring residents with respect to noise or traffic movements.</p> <p>If a piece of land could be developed an acceptable arrangement for providing access to the site would need to be agreed which would not interfere with the existing active use.</p>
Achievability	Further information is required from the land owner as to if available/surplus land exists on the site. If so, site clearance, remediation works and screening would be necessary to form a habitable plot. Flood mitigation works would likely be required to provide appropriate protection for the site and consideration provided to the requirement to satisfy the sequential test with respect to flood risk. An assessment of land contamination would also be required.
Assessment Against Desirable Criteria:	<p>The site is previously developed and does not at present make a positive contribution to the townscape of the area. The site is close to many established local services being approximately 2km from Northwich Town Centre and provides opportunities for sustainable modes of travel.</p> <p>The industrial location may cause amenity issues such a noise for any potential residents.</p>
Conclusion	<p>AMBER</p> <p>Recommendation: Potentially suitable – There may be potential for a permanent site on Winnington Island.</p> <p>The availability of suitable land on the site needs to be established given the active uses in place and representations made promoting Winnington Island for residential use. Site mitigation requirement will also need to be considered.</p> <p>Potential Site Area: Up to 1.79 ha</p>



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Client: Cheshire West and Chester Council

A093028 - Gypsy and Traveller Sites Study

Site No. 1
WYG Suggested Layout:
Permanent Site

Key

-  Potential Access Point
-  Landscape Screening
-  Short Listed Site
-  Potential Site Area



Scale 1:2,500 @ A4

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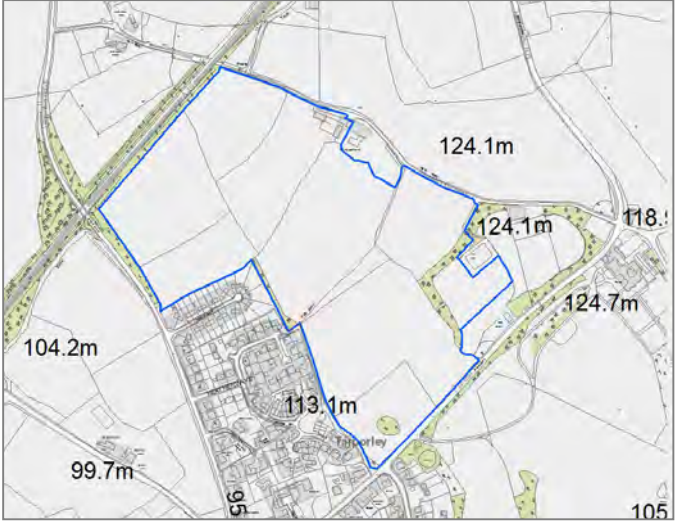
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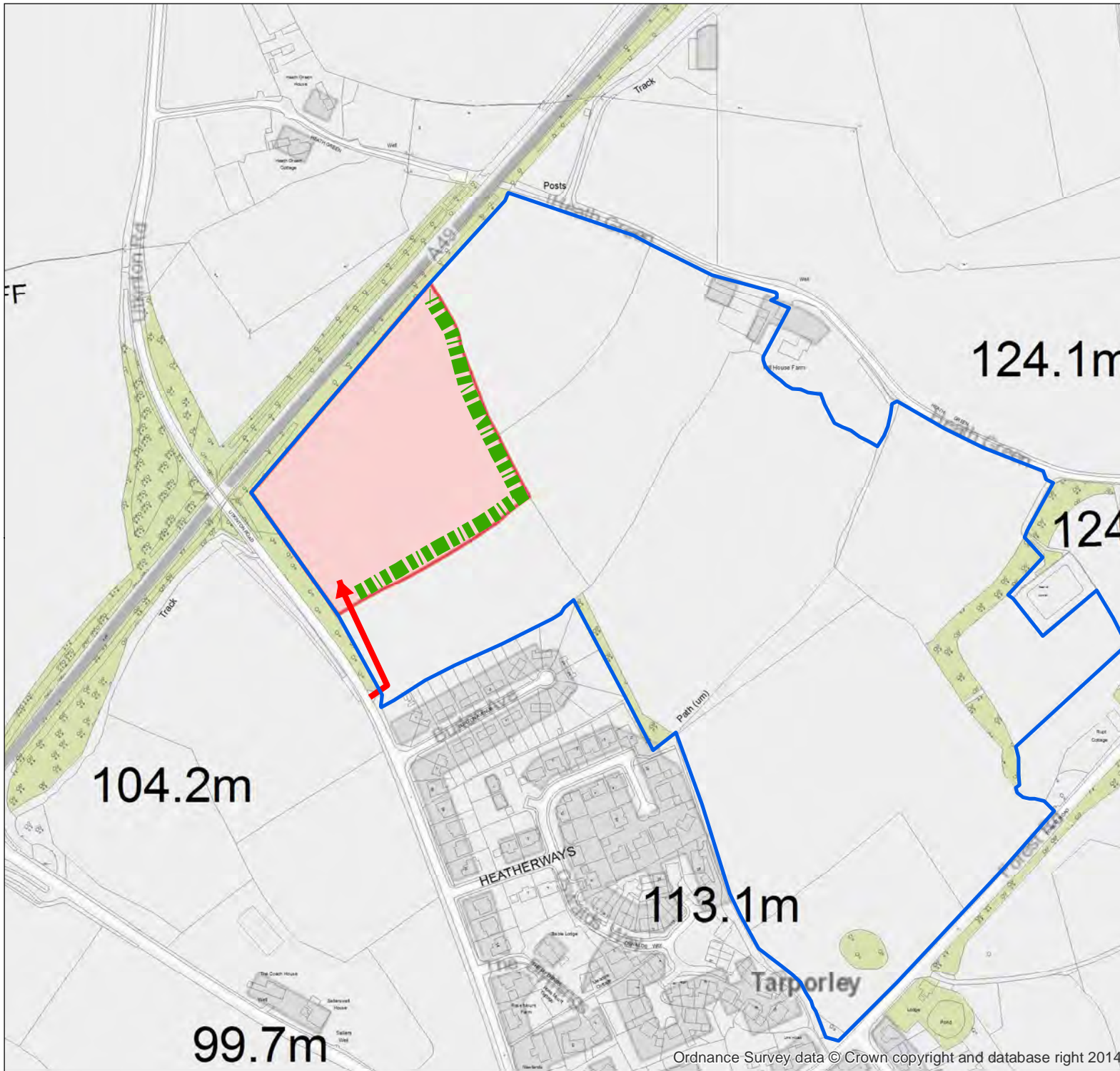


Site Reference: REF 03	East of Utkinton Road, Tarporley, CW6 OHT
	

Relevant Local Plan Policies:	<p>Local Plan (Part One) policies: STRAT 9 Green Belt and countryside</p> <p>Vale Royal Borough Local Plan 2006 policies: NE11 – Area of Special County Value (ASCV), (eastern half of site) GS5 – Open Countryside, Vale Royal Borough Local Plan 2006</p> <p>South east part of site alongside Forest Road within Tarporley Conservation Area</p>
Site Details	<p>Site area 19.17 hectares. This is a large area of open land to the immediate north-east of Tarporley. Part of south / west boundary adjacent to settlement boundary and existing dwellings .</p> <p>Close relationship with existing dwellings on Forest Road and ASCV and narrow access lanes to east of site mean that potential site is limited to western side of the site, adjacent to Utkinton Road. The following therefore considers only these parts of the site. Topography rises toward the east.</p>
Availability	Site was put forward in Local Plan (Part Two) Call for Sites for residential or mixed use.
Access	Utkinton Road rises alongside the site to cross the A49 and has a significant treeline to the site. Nevertheless access could be achieved from the A49 further from the bridge. There is an existing access spur and gate to the site which could be used as the basis for access.
Drainage/Topography	No part of site within Flood Zone 2 or 3.
Contamination Issues	Not known but considered unlikely given the greenfield nature.
Impact of Neighbouring Uses	Existing residential development to the south. Open fields on all other sides. No detrimental impacts would affect the site.
Overlooking and Privacy	Presence of adjacent housing means that the G&T site should be set further to the north, i.e. in the northernmost field, leaving a vacant field between the site and the houses. The existing tree line and hedgerow between these fields should be reinforced with new planting to provide screening.



Landscape/Townscape Impact	South east part of site within Tarporley Conservation Area
Impact on Amenity of Existing Community	A well sited and well screened site (as described under Overlooking and Privacy) of modest scale (i.e. a small permanent site) is not considered likely to have a significant impact on the amenity of local residents. The site access would pass through the field closer to the houses but this should not represent a significant impact on amenity.
Achievability	The site would require an access road and landscape screening.
Assessment Against Desirable Criteria	Site is very well located in terms of access to community facilities and offers potential for cohesion with the local community. The setting is attractive and site offers potential for urban drainage. It is not previously developed. There are no local designations on this part of the site. The site is not in local authority ownership.
Conclusion	<p>GREEN</p> <p>Recommendation: Potentially suitable - for a small Permanent site in the north-western field adjacent to Utkinton Road.</p> <p>Potential Site Area: Up to 2.59 ha</p>







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A093028 - Gypsy and Traveller Sites Study

Site No. 3
WYG Suggested Layout:
Permanent Site

Key

-  Potential Access Point
-  Landscape Screening
-  Short Listed Site
-  Potential Site Area



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Site Reference: REF 05	Former BICC, Chester Road, Helsby A5117, WA6 0EJ
	

Relevant Local Plan Policies:	<p>Local Plan (Part One) policies: STRAT 8 Rural area (key service centre) STRAT 9 Green Belt and Countryside ENV 1 Flood risk and water management</p> <p>Retained Chester District Local policies: EC2 Allocations for employment land</p> <p>Retained Vale Royal Local Plan policies: P9 Aerodrome safeguarding - Liverpool John Lennon Airport E5 Employment allocations</p>
Site Details	<p>Site area 11.15 hectares. This comprises a large and varied site, comprising an existing factory in the north of the site and open land to the south. The southern part of the site is within Green Belt. However the central part of the site lies between the existing employment use and the Green Belt and this part of the site is being assessed for potential as a G&T site.</p>
Availability	<p>Proposed land uses listed through records provided as housing and railway station with parking. Various current proposals for residential and sports facilities.</p> <p>Site was included within HELAA. The site is in multiple ownership and the relevant landowners would need to be contacted to ascertain whether they wished to dispose of the site.</p> <p>Ownership (Land Registry): CH556893 southern part of site (Barnston Estate, undeveloped) - Michael Anthony Tudor Trevor-Barnston and John Stanley Douglas CH451347 northern part (developed) and some buildings towards Chester Rd - Novar ED&S Limited.</p>
Access	<p>A new access could potentially be achieved from the A5117, although this would have to be a relatively long road to access a site beyond the Green Belt (and the access itself may constitute development within the Green Belt). An alternative would be to investigate access from Cable Drive, although this would have to be shared with other uses.</p>
Drainage/Topography	<p>Land directly adjacent to Hornsmill Brook is identified as in Flood Zone 2 and 3, this includes land in the north east corner of the site.</p>



<p>Contamination Issues</p>	<p>Unknown but should be investigated due to industrial use within the site and site history.</p>
<p>Impact of Neighbouring Uses</p>	<p>The wider area to the north and east is undergoing transition from employment to residential/community use. There is new housing development and a sports centre to the immediate east. A large Tesco store lies to the north-west alongside new housing. There are current proposals, with planning permission, for additional residential development and relocation of sports facilities.</p> <p>The area to the south and west of the site is characterised by open fields bisected by strategic infrastructure. The A5117 passes to the immediate south of the site and a railway line abuts the western boundary. There is a public house ('The Hornsmill') to the east of the site on the A5117.</p> <p>A traveller site would not experience negative impacts from these uses. The existing factory to the north could be screened and has no significant detrimental impacts on the site.</p>
<p>Overlooking and Privacy</p>	<p>The site would not be adjacent to residential properties and could be adequately screened.</p>
<p>Landscape/Townscape Impact</p>	<p>A G&T site may have impact on the character and openness of the Green Belt to the south. It would therefore require careful siting, a well considered access and appropriate landscaping. Any site should also present an attractive appearance from the A5117.</p>
<p>Impact on Amenity of Existing Community</p>	<p>The site location would mean there was no adverse impact on the local community.</p>
<p>Achievability</p>	<p>A new access road and landscape screening would be required. Proposals would have to be integrated with wider mixed use development proposals on the site.</p> <p>Achievability may be complex due to range of private land ownerships and surrounding uses. Delivery may also be difficult due to the need to construct a significant new access road across Green Belt land.</p>
<p>Assessment Against Desirable Criteria</p>	<p>Site is very well located in terms of community facilities. The closest bus stop is in close proximity to the site on Chester Road by the Hornsmill public house. Horn's Mill School is less than a 1km walk from the site. The site is within walking distance of the Tesco Helsby Superstore.</p> <p>The closest GP practice is in Helsby.</p>
<p>Conclusion</p>	<p>AMBER</p> <p>Recommendation: Potentially suitable - for a permanent or transit site north of the Green Belt, subject to being able to achieve access, Green Belt considerations and landowner intentions.</p> <p>Potential Site Area: Up to 3.30 ha</p>



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A093028 - Gypsy and Traveller Sites Study

Site No. 5
WYG Suggested Layout:
Permanent / Transit Site

Key

-  Potential Access Point
-  Landscape Screening
-  Short Listed Site
-  Potential Site Area



Scale 1:4,000 @ A4

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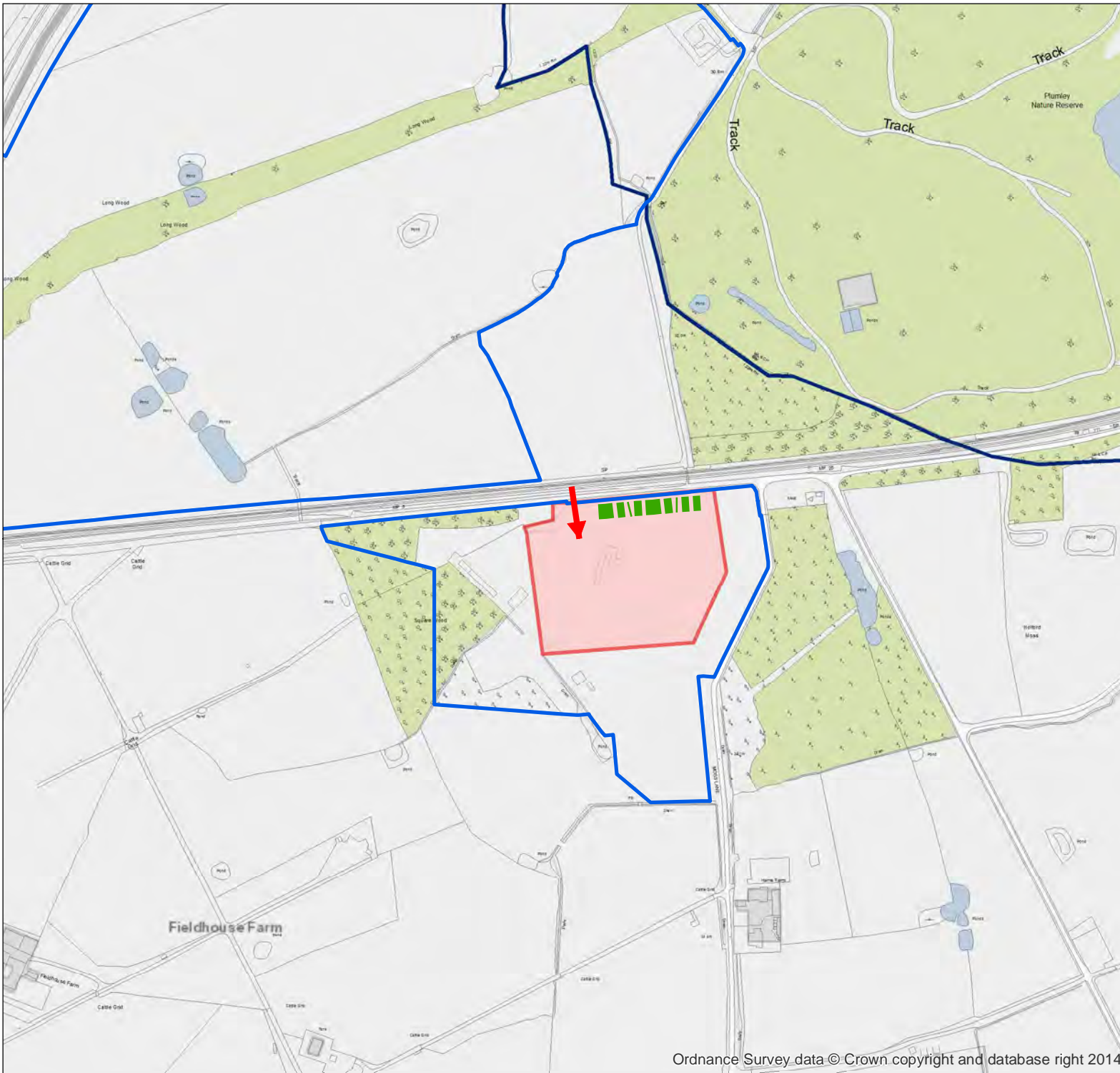
Site Reference: REF 08	Land East of Shurlach Road/Chester Road A556, Lostock Gralam, CW9 7PE
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Relevant Local Plan Policies:	<p>Local Plan (Part One) Policies: STRAT 9 Green Belt and Countryside ENV 9 Minerals Supply and Safeguarding</p> <p>Vale Royal Borough Local Plan Retained Policies: GS5 Settlement boundary</p>
Site Details	<p>The site totals 41.45 hectares and is clearly divided into two parts, split by a train line which runs west to east. The site straddles the local authority boundary, with part of the site being within the Cheshire East local authority area. The northern part of the site is tended open agricultural land bounded by the A556 to the west. This part of the site is accessible via Ascol Drive, a private road which accommodates a number of residential properties.</p> <p>The southern part of the site is unused brownfield land covered by significant vegetation. The land appears to have been unmanaged for a prolonged period of time. It is thought that the site was a chemical works through the 1980s.</p>
Availability	<p>The site is in the ownership of NPL Group. The northern part of the site is in active use as farmland. The southern part of the site is not in active use and would appear to be surplus to requirement and therefore potentially available. Further investigation would be needed to ascertain whether the land owner would be willing to release the site.</p>
Access	<p>Access can be achieved to the northern part of the site via Ascol Drive. Ascol Drive is suitably wide to enable the passage of large vehicles. However, this street is located within the neighbouring local authority, as are the most accessible parts for the site to the north of the train line. This would present issues in forming a site within The Cheshire West and Chester authority area.</p> <p>The southern part of site offers greater potential. An existing private road runs parallel to the train line and adjacent to the northern boundary of the southern parcel of the site. From this road a suitable access could be formed.</p>
Drainage/Topography	<p>No part of the site is located within either Flood Zone 2 or 3 and there were no obvious drainage issues identified on site. The land is generally flat.</p>
Contamination Issues	<p>The northern part of the site is a greenfield plot without any evident contamination issues.</p>



	<p>The southern part of the site formerly provided an active use as a chemical works. Research indicates that the site was operated by Octel with production on the site ending in the late 1980s. It is likely that there are contamination issues on this part of the site associated to its historic use.</p>
Impact of Neighbouring Uses	<p>Residential properties and a small garden centre/nursery are located off Ascol Drive. To the south of the site, a neighbouring farm and agricultural fields are in active use. It is not considered that these neighbouring uses would have an adverse impact on any potential Gypsy and Traveller site.</p> <p>The existing train line which runs through the site has potential to impact on any future habitants. An appropriate spacing would be necessary between the site and the existing train line. The proposed route for the new HS2 train line also passes through the northern part of the site. An acceptable distance would exist between the proposed new HS2 line and the southern part of the site.</p>
Overlooking and Privacy	<p>A number of houses are situated to the east of Ascol Drive. These dwellings are the only residential properties in close proximity to the site. It is not considered that any overlooking or privacy issues would significantly impact upon any future Gypsy or Traveller site.</p>
Landscape/Townscape Impact	<p>The northern part of the site contributes to the rural character of the local area and any development would need to respect the landscape qualities which exist.</p> <p>The southern part of the site is not prominently visible from any local public road and in being a brownfield site which has become heavily overgrown, does not provide a significant positive impact on the local landscape.</p>
Impact on Amenity of Existing Community	<p>There are relatively few neighbouring properties to the site, these principally being dwellings off Ascol Drive. Were a site to be formed off Ascol Drive in the northern part of the site, some additional traffic movement would be generated on this road, however, it is not considered that this would result in any significant adverse impact on existing residents.</p>
Achievability	<p>The southern part of the site represents the most accessible location for a potential site and in being not in active use is considered likely to be available. This land would require clearing and remediation works to form a habitable site. Costs associated to mediate any contamination issues which may exist could impact on the viability of the site.</p>
Assessment Against Desirable Criteria:	<p>The southern part of site is not favourably located in terms of providing easy access to local services and facilities. As a result this plot may be best suited to accommodating a transit site. This part of the site in being previously developed land would be preferable to a greenfield site.</p>
Conclusion	<p>AMBER</p> <p>Recommendation: Potentially Suitable – The southern part of the site has potential to accommodate a permanent or transit site.</p> <p>Contamination and remediation costs need to be investigated to establish if the site is deliverable.</p> <p>Potential Site Area: Up to 2.29 ha</p>







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A093028 - Gypsy and Traveller Sites Study

Site No. 8
WYG Suggested Layout:
Transit Site

Key

-  Potential Access Point
-  Landscape Screening
-  Short Listed Site
-  Potential Site Area

North



Scale 1:5,000 @ A4

January 2016

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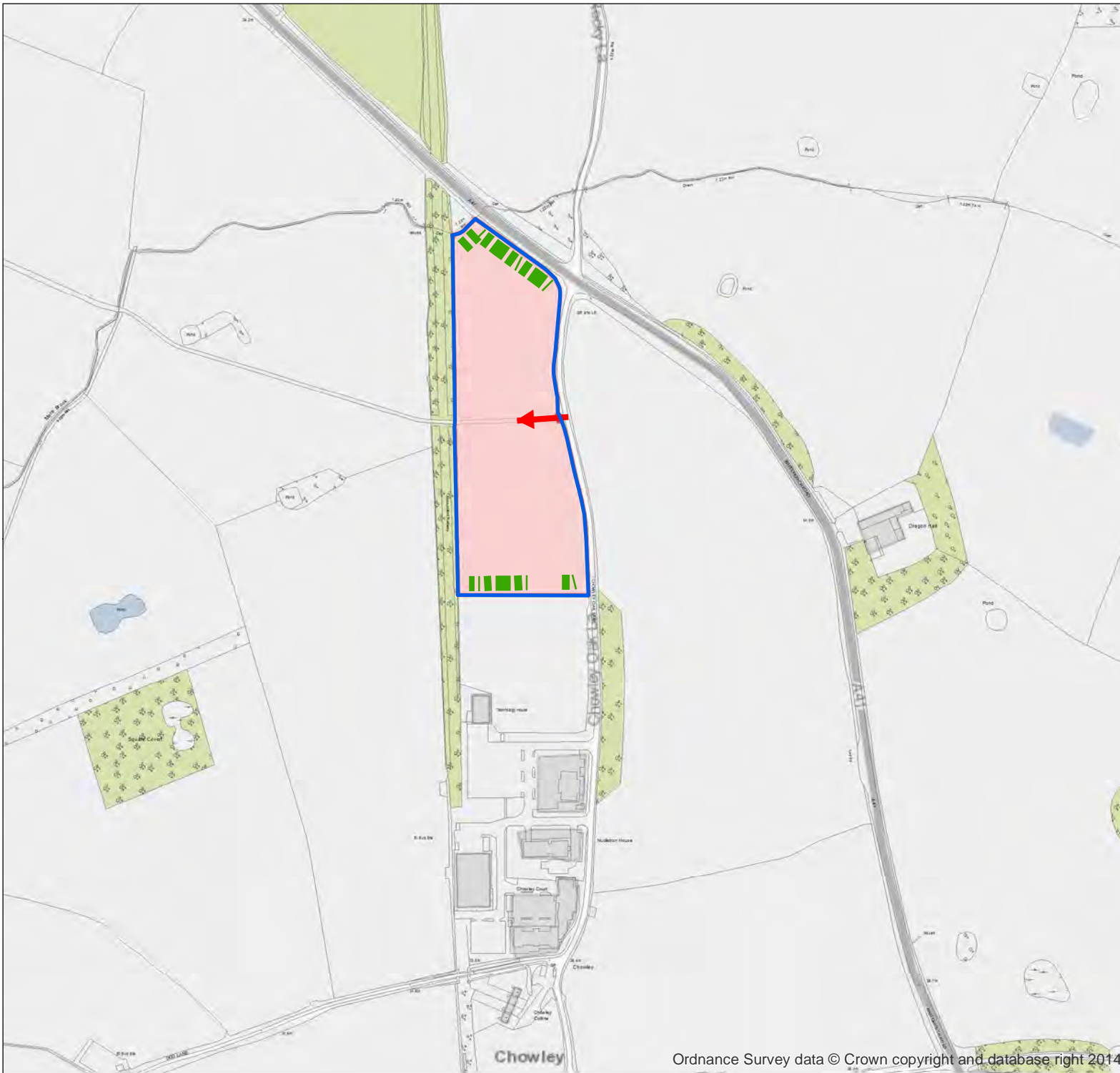


Site Reference: REF 09	Chowley Oak Lane, Tattenhall
	

Relevant Local Plan Policies:	Local Plan (Part One) policies: STRAT 9 Green Belt and Countryside
Site Details	3.41 hectares, greenfield site.
Availability	Included in HELAA. Ownership (Land Registry): CH550986 Bolesworth Estate Offices at Chowley Oak Business Park are on a leasehold to 30.4.2025 (CH639291).
Access	Can be accessed from Chowley Oak Lane, off the A41. There is a gate and track across the site.
Drainage/Topography	Site is generally level. No known drainage issues.
Contamination Issues	Contamination is not expected given greenfield nature of site.
Impact of Neighbouring Uses	Chowley Oak Business Park lies to the south but does not immediately adjoin the site. Landowner has aspirations to expand the business park to the west.
Overlooking and Privacy	The site would need to be effectively screened from the A41 and from the business uses to the south.
Landscape/Townscape Impact	Landscape screening and sensitive siting required to ensure site integrates within the rural setting.
Impact on Amenity of Existing Community	There is no residential community here, landscaping will need to screen site from local business community.
Achievability	This is a vacant greenfield site but achievability would be dependent on the wishes of the landowner.
Assessment Against Desirable Criteria	Site is not very well located in terms of community facilities and may therefore be better suited to a transit site rather than a permanent site. It is a greenfield site and is not in local authority ownership. The site does offer potential for SUDS and requires little site preparation.



Conclusion	AMBER Recommendation: Potentially suitable - for a Transit site. Delivery will ultimately be dependent on landowner aspirations. Potential Site Area: Up to 3.40 ha







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A093028 - Gypsy and Traveller Sites Study

Site No. 9
WYG Suggested Layout:
Transit Site

Key

-  Potential Access Point
-  Landscape Screening
-  Short Listed Site
-  Potential Site Area

North



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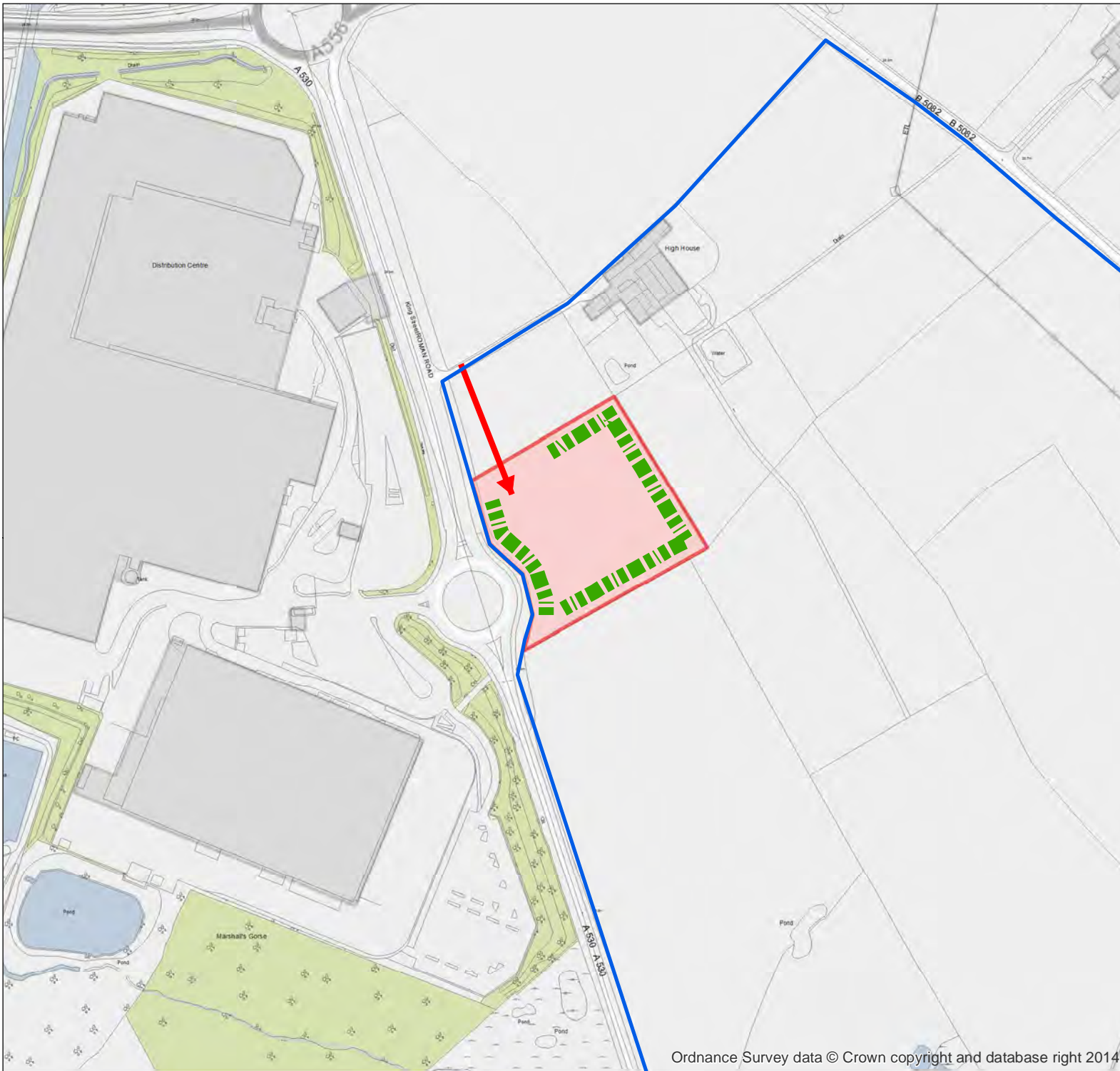


<p>Site Reference: REF 11</p>	<p>Land east of King Street (A503) Northwich, CW9 7WA</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) Policies: STRAT 5 Northwich STRAT 9 Green Belt and Countryside ENV 9 Minerals Supply and Safeguarding</p> <p>Vale Royal Borough Local Plan Retained Policies: GS5 Settlement Boundary</p>
<p>Site Details</p>	<p>This expansive site encompasses 88.25 hectares and is made up of a number of open fields in agricultural use. The site is bounded by King Street (A530) to the west, Penny’s Lane to the east and Crowder’s Lane to the south. The farm buildings associated to the land are positioned close to the northern boundary of the site and are accessed via a track off King Street.</p> <p>The A556 passes to the north of the site. Northwich town centre is situated approximately 4km to the north west.</p>
<p>Availability</p>	<p>The land is in the ownership of King Street (Cheshire) Properties Limited. Three properties on the site are under separate ownership. The land is in active use as farmland. It is unknown if the land owner would be willing to release part of the site to provide for a Gypsy and Traveller site. The adjacent field to the north which also appears to be tended as part of the same farm site has been promoted for residential development separately.</p>
<p>Access</p>	<p>At present a number of gates provide access points onto the various fields which together make up the site. Separate access points exist from each of the three road boundaries.</p> <p>Based on the existing road network, an appropriate access would be best suited to being formed off Crowder’s Lane where there was observed to be slower moving traffic. It is considered that alternatively a suitable access could be formed off the A530.</p>
<p>Drainage/Topography</p>	<p>No part of the site is located within either Flood Zone 2 or 3 and there were no obvious drainage issues identified on site. The land across the site is generally flat.</p>
<p>Contamination Issues</p>	<p>The site represents greenfield land with no evident contamination issues.</p>



<p>Impact of Neighbouring Uses</p>	<p>It is not considered that the neighbouring land uses would hinder the potential for the development of a Gypsy and Traveller site. To the west is a depot operated by Morrisons. This facility is located on the opposite side of the A530 which provides adequate separation to ensure that the operations of the depot would not impact on the amenity of any potential site.</p>
<p>Overlooking and Privacy</p>	<p>There are few properties which directly neighbour the site. The closest residential properties are found on Penny's Lane which together provide few opportunities for overlooking. Some screening measures would likely be appropriate to help both define and provide privacy for a site from the surrounding roads.</p>
<p>Landscape/Townscape Impact</p>	<p>The open fields presently offer some long views across the site from the surrounding roads, however, hedgerow along the majority of the site's boundaries provide screening. Further screening would be required to mitigate any undesirable impact on the character of the local landscape.</p>
<p>Impact on Amenity of Existing Community</p>	<p>There are few properties in the vicinity of the site which would be directly affected by any proposed development. It is considered that a location could be found which would be acceptable in terms of any impact upon the amenity of the existing community.</p>
<p>Achievability</p>	<p>It is not thought that there would be any significant remediation costs which would impact on the deliverability of the site given the undeveloped nature of the land.</p>
<p>Assessment Against Desirable Criteria:</p>	<p>The northern part of the site would best provide for strong links to services and facilities located within the existing Rudheath urbanised area to the north, with Crowder's Lane generally being more isolated.</p> <p>A site could be formed with very little direct impact on the existing local community.</p> <p>The site is greenfield land, with brownfield sites being preferable.</p>
<p>Conclusion</p>	<p>AMBER</p> <p>Recommendation: Potentially Suitable – Potential locations for a permanent or temporary site exist within this expansive site.</p> <p>The availability of the land and any development aspirations of the land owner need to be established.</p> <p>Identified North Site: Potential Site Area: Up to 1.72 ha</p> <p>Identified South Site: Potential Site Area: Up to 1.86 ha</p>







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Client: Cheshire West and Chester Council

A093028 - Gypsy and Traveller Sites Study

Site No. 11 (North)
WYG Suggested Layout:
Permanent / Transit Site

Key

-  Short Listed Site
-  Potential Access Point
-  Landscape Screening
-  Potential Site Area



Scale 1:4,000 @ A4

January 2016

A093028 OS Mapping Cheshire V3.mxd

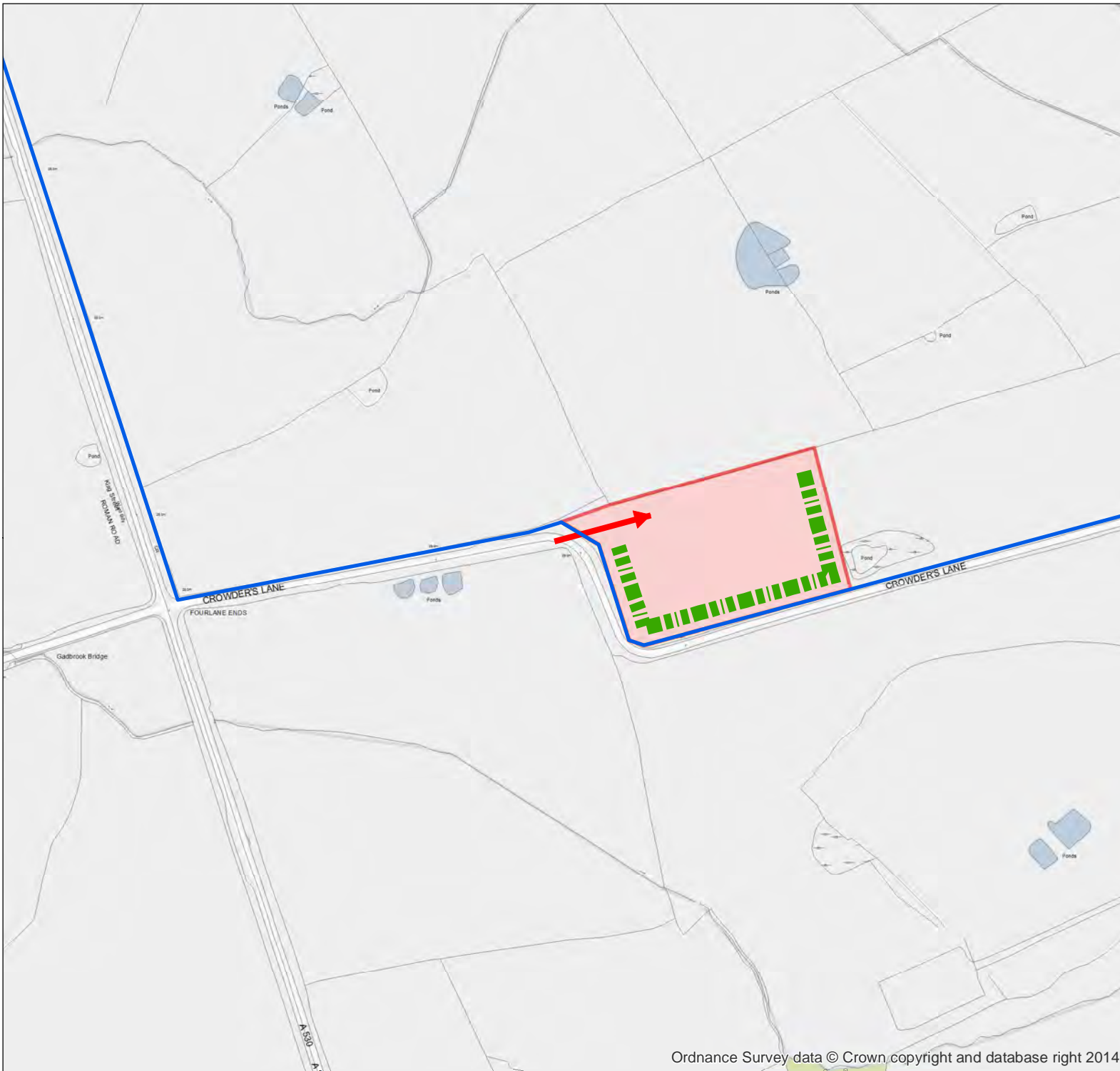
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Client: Cheshire West and Chester Council

A093028 - Gypsy and Traveller Sites Study

Site No. 11 (South)
WYG Suggested Layout:
Permanent / Transit Site

Key

-  Short Listed Site
-  Potential Access Point
-  Landscape Screening
-  Potential Site Area



Scale 1:4,000 @ A4

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<p>Site Reference: REF 14</p>	<p>Crookes Lane, Rudheath, Northwich CW9 7RP</p>
<p>View of site:</p>  <p>Adjacent road side refreshment kiosk (closed at time of visit):</p> 	

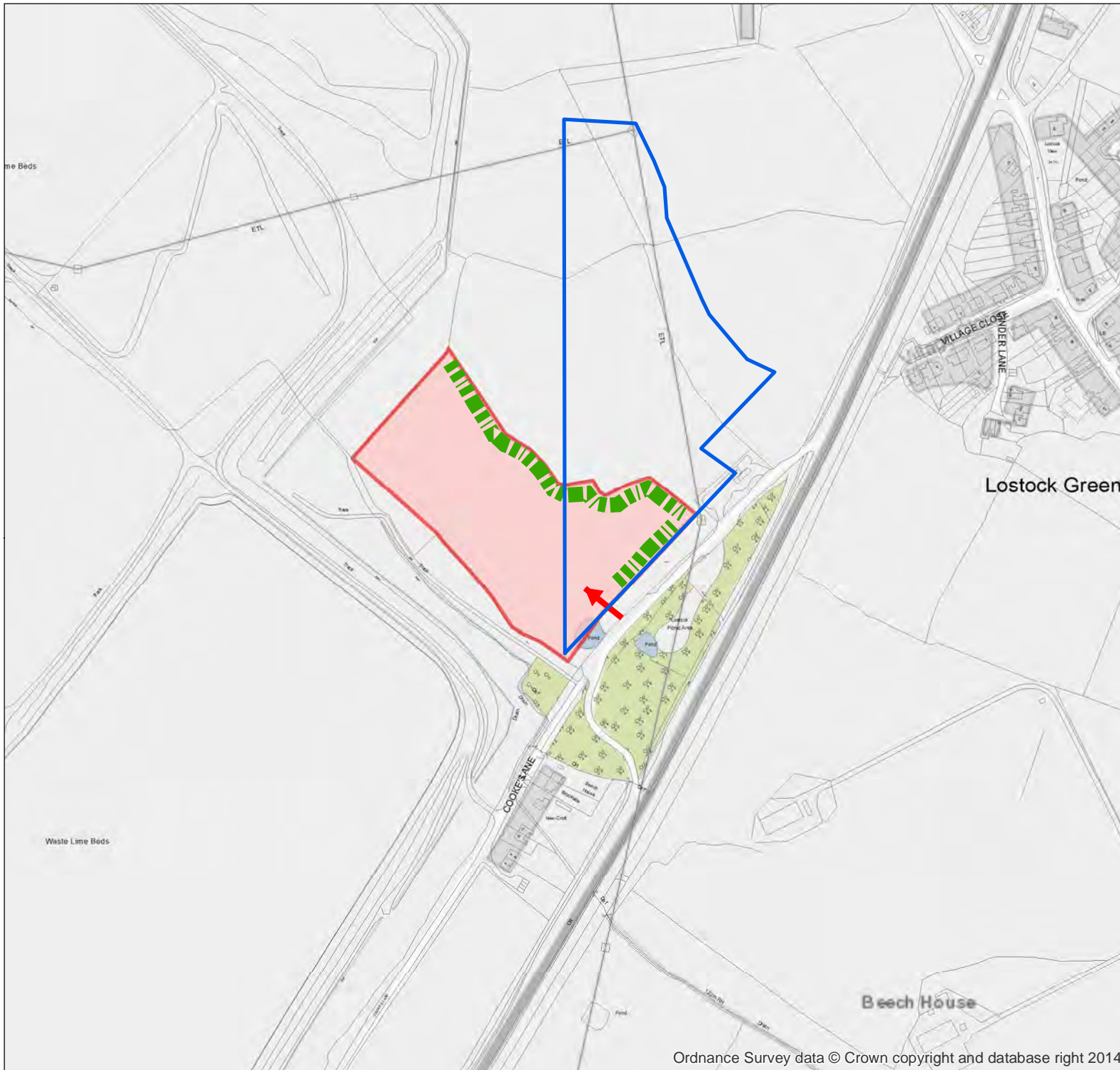
<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) Policies: STRAT 9 Green Belt and Countryside ENV 9 Minerals Supply and Safeguarding – Salt</p> <p>Vale Royal Borough Local Plan Retained Policies: GS5 Open Countryside NE10 Mersey Community Forest</p>
<p>Site Details</p>	<p>The site extends to 3.4 hectares and is agricultural land, found to be used for livestock grazing. To the south of the site is a slip road off the A556, alongside which is a kiosk building which operates selling refreshments to passing motorists and haulage drivers.</p> <p>Crooks Lane, which runs parallel to the A556 connects to the slip road, although barriers in place prevent vehicle from joining the slip road from Crooks Lane. The edge of the Rudheath neighbourhood is situated approximately 0.7km to the south west.</p> <p>Representations made to the Council identify the site area as shown in the plan above. The boundary identified does not reflect features on the ground. The site area needs to be confirmed by the site owner.</p>
<p>Availability</p>	<p>Representations made in 2014 to the Council have identified the site to be in the ownership of INEOS Enterprises Ltd. The site has been promoted to the Council through the Call for Sites process for potential residential and D2 uses. The land</p>



	owner's aspirations for the site need to be further understood to ascertain if part of the site can be made available to accommodate a Gypsy and Traveller site.
Access	There is not presently an access point from the slip road onto the site. However, it is considered that a suitable access could be created without too much difficulty. The slip road itself provides a suitable route to the site and is wide enough to allow for large vehicles to park directly adjacent to the site.
Drainage/Topography	The site is not thought to be at risk from flooding with no parts of the site being within either Flood Zone 2 or 3. No obvious drainage issues were observed with the land across the site being generally flat.
Contamination Issues	The site represents greenfield land with no evident contamination issues observed. A number of the adjacent fields to the west appear to be used in association with the Tata Chemicals Lostock site. It is not thought that the neighbouring land use would compromise the suitability of the site.
Impact of Neighbouring Uses	<p>The closest residential properties are seven dwellings located at the northern end of Crookes Lane. There is a significant separation between the site and these properties.</p> <p>The road side kiosk attracts customers who are passing on the A556. This entails vehicles parking on the slip road. The operation of this business has some potential to cause a limited degree of disturbance through noise from vehicles and alike. Despite this, it is not considered that there would be a significantly adverse impact on the living conditions for those using the site. No planning record has been found for this business.</p> <p>The site is in relative close proximity to the A556 dual carriageway. Noise from passing traffic is audible from the site. However, there is a buffer between the site and the road provided by a strip of green land which is lined with trees. Existing residential properties in the locality are positioned in closer proximity to this road than the site, indicating that any noise issues are not a limiting factor.</p>
Overlooking and Privacy	The closest residential properties on Crooks Lane do not overlook the site. The site is well screened by vegetation along the boundary line with the slip road which would help to provide privacy.
Landscape/Townscape Impact	The agricultural field contributes to the rural character of the local setting. With the site not being in a prominent location and no clear views of the site being possible from any of the local roads it is not considered that the landscape is particularly sensitive to change.
Impact on Amenity of Existing Community	The direct access possible from the A556 would help to limit any impact on the existing settled community associated to vehicles entering or leaving the site. A suitable distance could be retained between this site and the existing properties and buildings in the vicinity to ensure that there would be no significant adverse impact from noise and that the privacy of the existing community would not be impacted upon.
Achievability	Development of the site is considered to be achievable, with no major constraints identified. A pylon carrying overhead power lines is positioned on the site close to the kiosk building. This installation may constrain a limited area of the site for development.
Assessment Against Desirable Criteria:	The site's location on the edge of the Rudheath urban area offers positive opportunities for integration with the local community. The site is also well located in terms of providing good access to local services. The site is within walking distance of a convenience store, the closest being approximately 1km away.



	<p>Schools and a GP practice are also located in Rudheath and a number of bus stops are within walking distance.</p> <p>There are very good links to the road network with Junction 19 of the M6 being approximately 7km away. The ability to gain access to the site directly from the A556, along with the excellent connections to the strategic road network allow for the site to be particularly well suited to meeting the access and locational needs of a Travelling Show Persons' site.</p> <p>The site is greenfield land, with brownfield sites being preferable.</p>
<p>Conclusion</p>	<p>AMBER</p> <p>Recommendation: Potentially Suitable – The site is considered to represent a suitable location for a Travelling Showpersons' or a permanent site.</p> <p>Direct access from the A556 is well suited to allow large vehicles access to the site, as required to suitably accommodate a travelling showpersons' site. The availability of the land and any development aspirations of the land owner need to be established.</p> <p>Potential Site Area: Up to 2.39 ha</p>







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Client: Cheshire West and Chester Council

A093028 - Gypsy and Traveller Sites Study

Site No. 14
WYG Suggested Layout:
Permanent /
Travelling Showpersons'

Key

-  Potential Access Point
-  Landscape Screening
-  Short Listed Site
-  Potential Site Area



Scale 1:4,000 @ A4

January 2016

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<p>Site Reference: REF 20</p>	<p>MARTON VILLA FARM, CLAY LANE/Common LANE, MARTON, WINSFORD, CW7 2QE</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) Policies: STRAT 9 Green Belt and Countryside ENV 9 Strategic Wildlife Site (northern boundary)</p> <p>Vale Royal Borough Local Plan Retained Policies: GS5 Open Countryside</p>
<p>Site Details</p>	<p>The site represents an agricultural field in use as part of Marton Villa Farm. The site is 3.06 hectares in area bounded by Clay Lane to the south, Common Lane to the west and the former Whitegate Way railway line to the east, which now provides a public footpath and right-of-way.</p>
<p>Availability</p>	<p>The farm holding is in the ownership of the Council. It is known that the Council's farm holdings are to be disposed of over the coming years. As a result the site is considered to be available for development.</p>
<p>Access</p>	<p>An existing access point on to the field exists off Common Lane close to its junction with Clay Lane. If required this access could be widened to help facilitate caravans being positioned on the site. Clay Lane and Common Lane provide appropriate highways which would allow for caravans to reach the site.</p>
<p>Drainage/Topography</p>	<p>No drainage issues were observed on site, with no part of the land classified as within either Flood Zone 2 or 3.</p> <p>The land is generally flat and with a topography suitable for development.</p>
<p>Contamination Issues</p>	<p>The site represents greenfield land with no evident contamination issues.</p>
<p>Impact of Neighbouring Uses</p>	<p>The closest residential properties are located on Clay Lane. Here a group of 16 properties front onto Clay Lane to the south of the site. The front gardens of these properties, the highway itself and mature trees and other vegetation on the site boundary provide separation between these properties and the field.</p> <p>Other neighbouring uses which are accessed via Common Lane are farm buildings associated to Common Farm, a riding school including a small number of stables and Acorns Caravan Park which utilises two neighbouring fields as accommodation for touring caravans. Directly to the east and west are agricultural fields.</p> <p>It is not considered that any of the neighbouring properties or uses would have a significantly detrimental impact on any future Gypsy and Traveller site in terms of</p>



	noise or privacy.
Overlooking and Privacy	<p>The site is well screened on all sides by mature trees and vegetation along the boundary edge. The Whitegate Way public footpath which follows the former railway line is within a gully and therefore below the level of the site. When walking along this pathway the site is not in view.</p> <p>It is considered that an appropriate arrangement could be found which would prevent any harmful overlooking from the residential properties on Clay Lane. The separation between these properties and the site, as well as the screening provided by trees on the site boundary mitigate against any potential overlooking.</p>
Landscape/Townscape Impact	<p>The open, agricultural nature of the site contributes to the rural character of the setting. However, clear views of the site are not available from the surroundings, with trees and vegetation screening the site. Additional screening measures would likely help any future Gypsy and Traveller site to positively assimilate with the setting and local landscape.</p>
Impact on Amenity of Existing Community	<p>With a good route of access to the site available from Clay Lane, it is not envisaged that additional traffic and vehicle movements associated with comings and goings from a Gypsy and Traveller site would detrimentally impact on the existing uses within the area. Similarly, should the site be developed for the proposed use it is considered that this could be achieved without a detrimental impact to the level of privacy enjoyed by neighbouring residents.</p>
Achievability	<p>Development of the site is generally considered to be achievable, with no major constraints or restrictive site delivery costs identified.</p>
Assessment Against Desirable Criteria:	<p>The site is in the ownership of the council and consequently it is considered that it can be made available for development in the short to medium term.</p> <p>The closest bus stop is directly adjacent to the site on Clay Lane, providing opportunities for sustainable modes of travel.</p> <p>The site is in a relatively remote location with respect to proximity to local facilities and services. The closest primary school is 2.1km away in Whitegate. The closest town/service centre is Winsford located approximately 5.5km to the south east.</p> <p>The site is greenfield land, with brownfield sites being preferable.</p>
Conclusion	<p>GREEN:</p> <p>Recommendation: Potentially suitable. The site is considered to be suitable with respect to the considerations outlined above.</p> <p>The rural location of the site is thought most appropriate to accommodate a transit site.</p> <p>Potential Site Area: Up to 7,566 sq.m</p>







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A093028 - Gypsy and Traveller Sites Study

Site No. 20
WYG Suggested Layout:
Transit Site

Key

-  Potential Access Point
-  Landscape Screening
-  Short Listed Site
-  Potential Site Area

North



Scale 1:2,500 @ A4

January 2016

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Site Reference: REF 23	Holding no.10, Tarporley Road, Tarvin
	

Relevant Local Plan Policies:	<p>Local Plan (Part One) policies: STRAT 9 Green Belt and Countryside</p> <p>Chester District Local Plan retained policies: ENV35-44 Conservation Areas (northern boundary)</p>
Site Details	Site area: 5.20 hectares. Large greenfield site to immediate east of Tarvin village. Includes, or is immediately adjacent to, a small number of farms and houses.
Availability	The farm holding is in the ownership of the Council. It is known that the Council's farm holdings are to be disposed of over the coming years. As a result the site is considered to be available for development.
Access	Narrow tracks at the north and south edges are unsuitable for caravan access. This means that any G&T site would have to be on the Tarporley Road frontage, accessed from this road. The optimal point may be at the north-western corner of the site. There is an existing track and access point here which could be enhanced as a site access.
Drainage/Topography	Land appears to be level and well drained.
Contamination Issues	No known contamination issues, considered unlikely due to greenfield nature of site.
Impact of Neighbouring Uses	There is one farm within the site and one to the immediate south and three residential properties closely related to the site boundary. The western side of Tarporley Road is within the settlement of Tarvin and has many properties facing the site. An undertakers business lies to the north of the site (with an open space between). To the near north is also St Andrew's Church. None of these uses will have negative impacts on the site, but the impact of the site on these uses will need to be carefully considered.
Overlooking and Privacy	Careful siting will be required to ensure that the G&T site does not impact on the amenity of nearby residential properties, farms and businesses; and also cannot be unduly overlooked itself. This could be achieved in the north-west corner of the site where there is a separation between nearby buildings.
Landscape/Townscape	The setting is sensitive: Tarvin is an historic village but the Conservation Area lies



<p>Impact</p>	<p>to the north and would not be affected by site development, nevertheless the site has potential to impact on the setting of St Andrew’s Church. The open landscape to the east is also of attractive character, with views to/from the ridge in the east. This means that the G&T site will need to be carefully sited and well landscaped.</p>
<p>Impact on Amenity of Existing Community</p>	<p>With careful siting and effective landscaping there should be no adverse impact on the existing community.</p>
<p>Achievability</p>	<p>Access improvements and a comprehensive landscape scheme will be required. The site is in local authority ownership. Deliverability will need to be reviewed in the context of any potential residential proposals in this area, due to potentially conflicting future developments and the impact on the amenity of proposed housing areas.</p>
<p>Assessment Against Desirable Criteria</p>	<p>Site is owned by local authority and is very well located in relation to community facilities. It offers strong potential for integration with the wider community. Site is greenfield and has potential for SUDS.</p>
<p>Conclusion</p>	<p>AMBER</p> <p>Recommendation: Potentially suitable. The site has good potential for a small permanent site provided that this is carefully sited and well landscaped, due to the sensitivity of surrounding environment.</p> <p>Potential Site Area: Up to 4,216 sq.m.</p>



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A093028 - Gypsy and Traveller Sites Study

Site No. 23
WYG Suggested Layout:
Permanent Site

Key

-  Potential Access Point
-  Landscape Screening
-  Short Listed Site
-  Potential Site Area



North

Scale 1:2,500 @ A4

January 2016

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Site Reference: REF 24	MARTON VILLA FARM, CLAY LANE, MARTON, WINSFORD, CW7 2QE
	

Relevant Local Plan Policies:	<p>Local Plan (Part One) Policies: STRAT 9 Green Belt and Countryside ENV 1 Flood Risk and Water Management (southern boundary) ENV 9 Minerals Supply and Safeguarding</p> <p>Vale Royal Borough Local Plan Retained Policies: GS5 Open Countryside NE10 Mersey Community Forest</p> <p>Minerals Local Plan: Policy 47 Sand and Gravel Area of Search</p>
Site Details	<p>This expansive site represents a large part of Marton Villa Farm. The farm buildings stand towards the centre of the site. The total site area is 48.31 hectares. The land is in agricultural use, with a limited number of residential properties found to neighbour the farm. The former Whitegate Way railway line forms part of the northern boundary.</p>
Availability	<p>The farm holding is in the ownership of the Council. As a result the site is considered to be available for development.</p>
Access	<p>The only existing vehicle access point is from Clay Lane to the north of the site. A narrow lane in the north western corner of the site provides a route to the farm buildings at the centre of the site. This narrow lane at present is not thought to be wide enough to transport caravans along. This narrow lane also passes alongside several residential properties.</p> <p>A new access point could be formed off Clay Lane, close to the old train station. However a lengthy access road would be required to reach part of the site suitable to accomodate development.</p>
Drainage/Topography	<p>A relatively small part of the site in the south western corner is classified as within Flood Zone 2 and 3. More generally, the land did not appear to suffer from any evident drainage issues when visited.</p> <p>The agricultural fields are gently undulating and some remediation work would potentially be necessary to provide a suitable level area.</p>
Contamination Issues	<p>As a greenfield site, there are no known contamination issues.</p>



<p>Impact of Neighbouring Uses</p>	<p>The closest residential properties are located on Clay Lane. A small number of further residential properties are found directly to the west of the site in converted farm buildings. The fields within the site which are currently accessible via the narrow lane in the north western corner are directly adjacent to these existing properties.</p> <p>The southern half of the site is largely agricultural with limited impact from surrounding uses.</p>
<p>Overlooking and Privacy</p>	<p>The parts of the site accessible from Clay Lane are in close proximity to residential properties and any potential overlooking from existing properties would need to be mitigated against with appropriate screening.</p>
<p>Landscape/Townscape Impact</p>	<p>The open, agricultural nature of the site contributes to the rural character of the wider area.</p> <p>Much of the site is not visible from any passing roads. However, the most accessible parts of the site which are close to the northern boundary are more prominent. A significant part of the land directly south of Clay Lane is visible from the highway and is of value to the local landscape.</p>
<p>Impact on Amenity of Existing Community</p>	<p>For any site accessed from Clay Lane consideration would need to be provided to ensuring that the privacy enjoyed at the rear gardens of existing properties would not be undesirably impacted upon. Similarly, consideration to noise as well as traffic associated to the comings and goings from a site would also need to be appropriately considered.</p>
<p>Achievability</p>	<p>Providing a suitable route of access to an appropriate part of the site represents a constraint to enabling development.</p>
<p>Assessment Against Desirable Criteria:</p>	<p>The site is in the ownership of the Council and consequently it is considered that it can be made available for development in the short to medium term.</p> <p>The closest bus stop is located on Clay Lane. The site is in a relatively remote location with respect to proximity to local facilities and services. The closest primary school is approximately 2.1km away in Whitegate. The closest town/service centre is Winsford located approximately 5.5km to the south east.</p> <p>The site is greenfield land, with brownfield sites being preferable.</p>
<p>Conclusion</p>	<p>AMBER</p> <p>Recommendation: potentially suitable - to accommodate a small transit site accessed from Clay Lane.</p> <p>A new and long access road would be required and any development would need to be carefully considered with respect to the impact upon the privacy of existing residents and noise associated to the use of site. The site in being within Council ownership is considered to be available.</p> <p>Potential Site Area: Up to 6,815 sq.m.</p>



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Client: Cheshire West and Chester Council

A093028 - Gypsy and Traveller Sites Study

Site No. 24
WYG Suggested Layout:
Transit Site

Key

-  Potential Access Point
-  Landscape Screening
-  Short Listed Site
-  Potential Site Area



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<p>Site Reference: REF 25</p>	<p>Meadow Island, Bradford Road, Winsford, CW7 2PD</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) Policies: STRAT 6 Winsford ENV 1 Flood Risk and Water Management ENV 9 Minerals Supply and Safeguarding</p> <p>Vale Royal Borough Local Plan Retained Policies: GS5 Settlement Boundary NE10 Mersey Community Forest</p> <p>Winsford Neighbourhood Plan</p>
<p>Site Details</p>	<p>This brownfield site is located within the settlement boundary of Winsford and totals an area of 2.43 hectares. The site is bounded by the River Weaver to the east and Bradford Road to the west. To the west of Bradford Road is the Whitegate Way footpath and wildlife corridor.</p> <p>The site is within the adopted Winsford Neighbourhood Plan (2014) area. The site was identified within the 2013 SHLAA (ref.WIW00278/S) with the assessment made indicating the site as 'suitable' for residential development.</p>
<p>Availability</p>	<p>Only a small part of the site would be required to accommodate a Gypsy and Traveller site. The majority of the land is in the ownership of Compass Minerals Ltd, with the eastern edge of the site in the ownership of the Canal & River Trust. Planning records indicate that the site is used for the storage of piled rock salt, (10/02699/MIN). An alternative location would be required to meet the storage requirements of the land owner.</p> <p>Within the Winsford Neighbourhood Plan, the site is broadly identified, along with other neighbouring sites located alongside the River Weaver, as providing opportunities for leisure and improved connectivity with the river. The site is not allocated as a location for new housing in the Neighbourhood Plan.</p> <p>The availability of the site to accommodate a Gypsy and Traveller site needs to be fully established. However, the existing land use provides limited financial value and therefore there may be potential for the Council to acquire the land.</p>
<p>Access</p>	<p>An existing access point is in place at the northern most point of the site. Bradford Road provides an appropriate road from which access can safely be taken.</p>



Drainage/Topography	The eastern fringe of the site is categorised as being within Flood Zone 3. Further parts of the site are within Flood Zone 2. Flood mitigation measures may be required to adequately protect against the risk of flooding. No drainage issues were identified at the time the site was visited. The land is generally flat.
Contamination Issues	The site represents brownfield land. The current use in connection with rock salt storage is not thought to present any contamination issues.
Impact of Neighbouring Uses	<p>Directly to the south of the site is an existing Travelling Show Persons’ site and storage yard (known as Amusement Depot off Bradford Road). To the north of the site are two small scale industrial units and a timber yard.</p> <p>Any potential traveller site which could be formed would not be located directly against any of these neighbouring uses. Consequently, it is not thought that the surrounding uses would cause harm to the amenity of any future residents.</p>
Overlooking and Privacy	The surrounding uses would not directly overlook any potential site. The storage yard of the existing Travelling Show Persons’ site would stand between any future traveller site and the caravans in situ at the existing neighbouring site.
Landscape/Townscape Impact	<p>The site at present, with large piles of loose materials in storage, does not complement or contribute positively to the local townscape.</p> <p>For the aspirations of the Neighbourhood Plan to be realised the site’s relationship with its surroundings, specifically the riverside, would need to be improved. Should the opportunity to develop the land for a Gypsy and Traveller site materialise, this would present a simultaneous opportunity to contribute to achieving improvements in-line with the vision of the neighbourhood plan.</p>
Impact on Amenity of Existing Community	A suitable site location could be achieved without any significant impact being caused to the existing surrounding businesses or the amenity of the neighbouring residents.
Achievability	No significant remediation matters have been identified which would influence the viability of the site. To allow for development, an alternative facility would need to be available for the land owner to use for their current storage requirements. It therefore needs to be established that a suitable part of the site could be made available.
Assessment Against Desirable Criteria:	The site is very well located in terms of proximity to key local services and facilities. The closest bus stop is found approximately 0.65km away to the south on High Street (A54), providing good opportunities for sustainable modes of travel. The closest primary school is approximately 1.2km away, with a GP Practice being 1.5km away. Various shops and services are located within the local area. The site is brownfield land, and it therefore preferable to a greenfield site.
Conclusion	<p>AMBER:</p> <p>Recommendation: Potentially Suitable – Opportunity exists to accommodate a permanent of Travelling Show Persons’ site.</p> <p>In being well located with respect to proximity to local facilities and services the site is considered best suited to accommodating a permanent site. Additionally, by virtue of being well connected to the strategic road network the site is considered a suitable location to accommodate a Travelling Show Persons’ site. The availability of the land needs to be established.</p> <p>Potential Site Area: Up to 1.11 ha</p>







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Client: Cheshire West and Chester Council

A093028 - Gypsy and Traveller Sites Study

Site No. 25
WYG Suggested Layout:
Permanent / Travelling Showpersons'

Key

-  Potential Access Point
-  Landscape Screening
-  Short Listed Site
-  Potential Site Area

North



Scale 1:2,500 @ A4

January 2016

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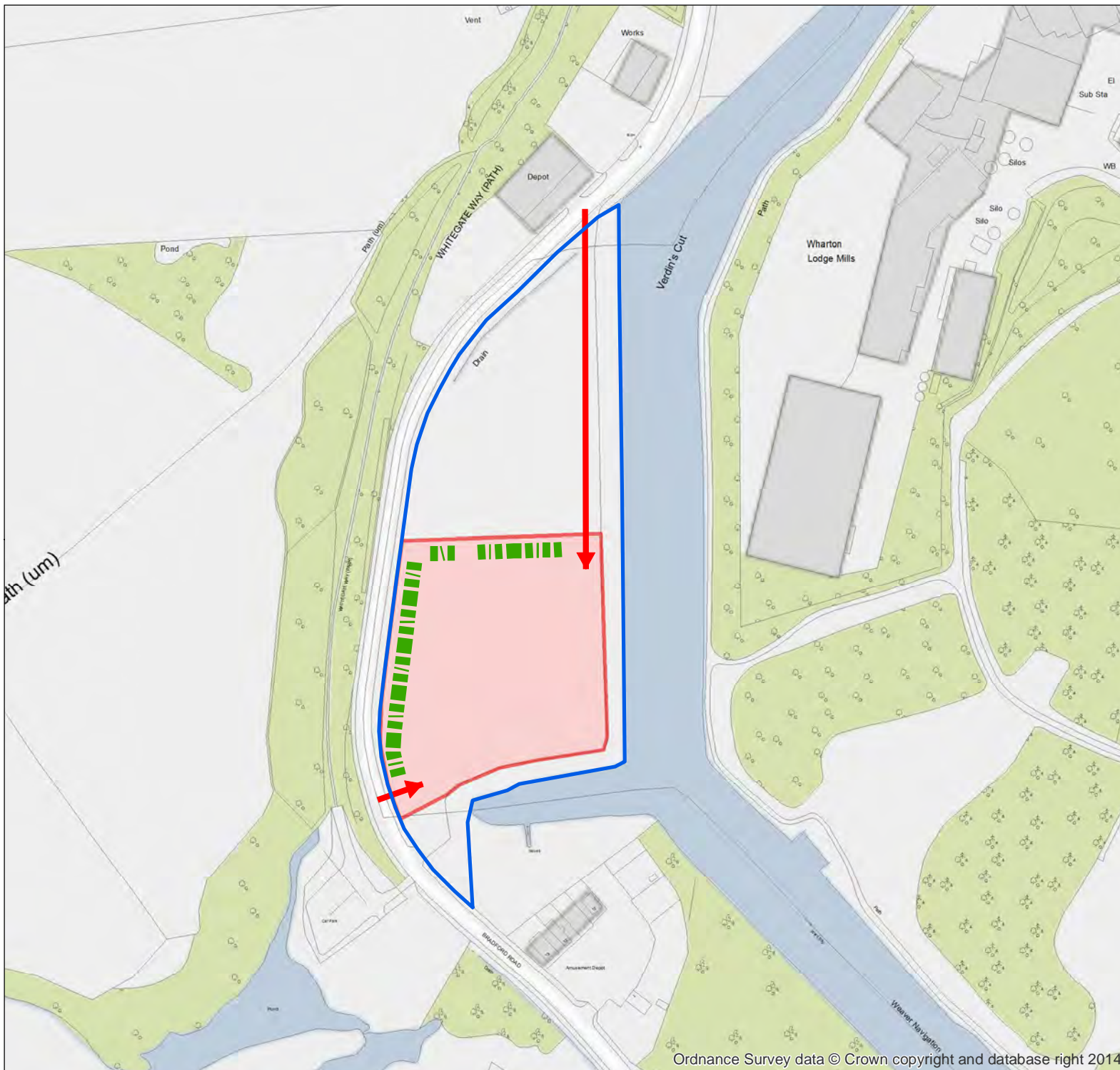
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APPENDIX 3: SITE PROFORMAS – REJECTED SHORTLISTED SITES





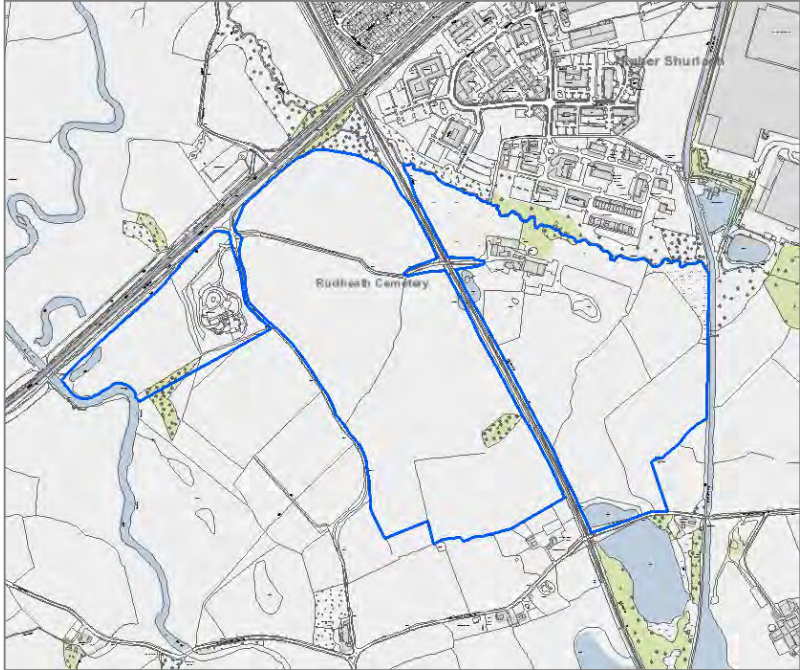


<p>Site Reference: REF 02</p>	<p>Stannage Lane, Churton, Chester, CH3 6LA</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) policies: STRAT 9 Green Belt and countryside</p> <p>Cheshire District Local Plan 2006 retained policies: ENV 25 – Areas of Special Countryside Value, Saved Policy (Part of site to the north of the road).</p> <p>Site partly within Churton Conservation Area (part south of road).</p>
<p>Site Details</p>	<p>Site area 0.65 hectares, collection of agricultural buildings either side of a track at the edge of Churton, known as Stannage Farm.</p>
<p>Availability</p>	<p>In use as farm/employment use. Private ownership. Put forward for B1/C3/mixed use as part of Local Plan Part Two Call for Sites. Further investigation would be required to ascertain whether the site owners would be willing to release the site.</p>
<p>Access</p>	<p>Unmade track accesses site from Stannage Lane. Narrow road and tight junction with Stannage Lane due to existing mature tree, which contributes to local character.</p>
<p>Drainage/Topography</p>	<p>No part of site within Flood Zone 2 or 3.</p>
<p>Contamination Issues</p>	<p>Not known</p>
<p>Impact of Neighbouring Uses</p>	<p>Village hall immediately adjacent to site. The amenity of this use could be potentially affected by a traveller site and associated movements.</p>
<p>Overlooking and Privacy</p>	<p>Site will be well screened and is not adjacent to any residential properties.</p>
<p>Landscape/Townscape Impact</p>	<p>Site Partly within Churton Conservation Area – The part of the site to the south of road which passes through the site. The conservation area covers the majority of Churton village.</p>
<p>Impact on Amenity of Existing Community</p>	<p>Development and movement to/from a G&T site is likely to have an adverse impact on the character of the village, which is a Conservation Area. The village hall – a key community facility and a building of some townscape character – is a</p>





	sensitive receptor immediately adjacent to the site.
Achievability	The existing access would need to be improved and widened and the junction with Stannage Lane widened, which would require loss of the mature tree.
Assessment Against Desirable Criteria:	Closest bus stop is in the centre of Churton village. The closest primary school and GP practice are located in Farndon, approximately 2.5km to the south. The location offers potential for integration but impact on character and access difficulties are likely to make this more problematic. Site is previously developed but is not in local authority ownership. There are no local designations on the site itself although it is close to a conservation area.
Conclusion	RED Recommendation: Unsuitable – due to access difficulties and anticipated impact on character.

<p>Site Reference: REF 04</p>	<p>Land to the south of A556, Rudheath, Northwich, CW9 7JY</p>
<p>North West of Site:</p>  <p>South East of Site:</p> 	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) Policies: STRAT 5 Northwich STRAT 9 ENV 1 Flood Risk and Water Management</p> <p>Vale Royal Borough Local Plan Retained Policies: ENV 9 Minerals Supply and Safeguarding NE 10 Mersey Community Forest GS5 Open Countryside</p>
<p>Site Details</p>	<p>The majority of the site is open farmland extending to 66.65 hectares, spit by a train line running from north to south. The western side of the site is occupied by the Vale Royal Crematorium. At the southern extreme of the site is a pond used by anglers. A new marina is under construction in the south east corner of site, with the Trent and Mersey Canal forming the eastern boundary.</p>
<p>Availability</p>	<p>The land is in the ownership of Northpoint Developments (No1) Limited. WYG are aware that the land owner is actively progressing aspirations for a comprehensive mixed-use redevelopment of the site. In support of this the site has been promoted through a recent Call for Sites process. Due to the higher land value and returns possible from the aspired development of the site it is not considered that the land is available at this. However, in the longer term the Council could potentially approach the land owner should the aspirations for the site change.</p>
<p>Access</p>	<p>Access points are available on to the site from both Davenham Road to the south and Shurlach Lane to the west.</p> <p>An existing access point from Davenham Road is considered suitably wide to</p>





	provide access for large vehicles on to the southern part of the site. Further access points existing off Shurlach Lane which could provide access on to the fields directly to the east of this road.
Drainage/Topography	The vast majority of the site is not within any area of known flood risk and no apparent drainage issues were identified on site. Gad Brook runs along the north east boundary of the site. The land is generally flat.
Contamination Issues	There are no known or apparent issues with contamination at the site.
Impact of Neighbouring Uses	The site is not within close proximity to any residential properties with the exception of the farm buildings positioned at the centre of the site. There are not considered to be any neighbouring uses which would have a detrimental impact on the amenity of the site.
Overlooking and Privacy	Given the extensive size of the site it is considered that a suitably private location could be formed to accommodate the proposed use. Limited scope for overlooking exists from neighbouring sites.
Landscape/Townscape Impact	<p>The site provides an area of open countryside and contributes to the rural character of the local area.</p> <p>The Southernmost part of the site which includes a small pond used by a local angling club is considered to be sensitive to changes to the landscape, with this area and the neighbouring lake being of recreational value. The northern part of the site is more open and appropriate screening would be required to mitigate any negative impacts.</p>
Impact on Amenity of Existing Community	A small number of residential properties are located on Davenham Road which neighbour the site. It is not considered that a Traveller site would cause any significant adverse impact to existing residents with respect to noise or traffic issues.
Achievability	Only a small component of the site would be required to provide a Gypsy and Traveller site, however, it is considered that such a development could compromise the site's immediate ability to accommodate a comprehensive wider redevelopment as envisaged and consequently impact on the land value. The site was identified in the Council's Strategic Housing Land Assessment (2013) as having long term potential for residential development.
Assessment Against Desirable Criteria:	The site represents greenfield land. The location is in relative close proximity to a range of facilities and services available in the neighbourhoods of Rudheath and Leftwich.
Conclusion	<p>RED</p> <p>Recommendation: Unsuitable – Existing aspirations for the development of a mixed-use scheme on the site are considered to make the site unavailable for a Gypsy and Traveller site at this time.</p>

<p>Site Reference: REF 06</p>	<p>Ince Caravan Site, Station Road, Ince, Ellesmere Port, CH2 4NJ</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) policies: STRAT 9 Green Belt and Countryside (Site inset in the Green Belt)</p> <p>Ellesmere Port and Neston Borough Local Plan policies: Saved Policy EMP8 - Land at Station Road, Ince ENV10 The Mersey Forest</p>
<p>Site Details</p>	<p>Site area 5.50 hectares. Surrounded by Green Belt, but not allocated as Green Belt land - it is Previously Developed Land within Green Belt. Small chicken farm on part of the site.</p> <p>Planning application (ref 10/00758/OUT) was refused in 2012. The scale of development in this application was significantly greater than for a potential traveller site</p>
<p>Availability</p>	<p>Site was assessed in 2013 SHLAA. Private ownership. Site discounted from 2013 SHLAA.</p> <p>Site ownership (Land Registry CH193158): Newbury Finance Ltd (excl. Bare Brick House CH323504).</p>
<p>Access</p>	<p>Access could be easily achieved from Station Road. There is an existing access point. History of caravan use on site demonstrates suitability of access.</p>
<p>Drainage/Topography</p>	<p>Site not covered by Flood Zone 2 or 3.</p>
<p>Contamination Issues</p>	<p>Site is within HSE Hazard Zones – a recent planning application on the site (ref 10/00758/OUT) have been referred to this a reason for refusal.</p> <p>Planning permission for residential development has been approved and completed on adjacent land to the east.</p> <p>There is also an overhead power line across the site which would require an easement free from development (at least 15m either side).</p>
<p>Impact of Neighbouring Uses</p>	<p>A mix of residential and industrial uses surround the site. Oil refinery and gas processing plants and power stations are close by.</p>



	<p>The site is affected by negative views towards the oil refinery to the south-west, the chimneys of which are visible in winter. It is also experiences high levels of noise. An air quality assessment would also have to be undertaken.</p> <p>There is open land to the south but this in on the opposite side of the railway line and is not accessible or visible from the site.</p>
Overlooking and Privacy	The site is set behind extensive tree cover and largely out of view form surrounding residential properties and surrounding roads.
Landscape/Townscape Impact	Secluded nature of site, poor existing condition and lack of sensitive surroundings mean that there would be no adverse impact on the surrounding area.
Impact on Amenity of Existing Community	There are a small number of adjacent properties but there would be no visual impact or loss of amenity.
Achievability	The site preparation costs would be minimal but overhead power line is likely to sterilise part of the site. Extensive landscape screening would also be required. The landowner would have to be contacted to ascertain whether they wished to sell the land. The existing chicken farm could potentially remain on the site alongside a traveller site.
Assessment Against Desirable Criteria	<p>Site is well located in terms of existing facilities. There are a number of bus stops conveniently located close to the site including on Station Road and Poole Lane. Ince and Elton station is directly to the east of the site. The closest school is Elton Primary School situates approximately 0.6km away. The closest GP practice is thought to be in Helsby.</p> <p>The wider setting of the site is currently an industrial environment. The site is previously developed. It is not in local authority ownership.</p>
Conclusion	<p>RED</p> <p>Recommendation: Unsuitable- due to recent advice regarding HSE Hazard Zones and the impact of neighbouring industrial uses on the site environment.</p>

<p>Site Reference: REF 07</p>	<p>Winnington Business Park, Winnington Ave, Northwich, CW8 4EE</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) Policies: STRAT 5 Northwich ENV 9 Minerals Supply and Safeguarding</p> <p>Vale Royal Borough Local Plan Retained Policies: GS5 Settlement boundary NE10 Mersey Community Forest E5 Employment Allocation (E5.4, site part allocated, Site of Engineering Works)</p>
<p>Site Details</p>	<p>The site relates to part of Winnington Business Park located off Winnington Avenue and is in the ownership of First Industrial Limited.</p> <p>The site is 2.96 hectares in size. A large commercial building divided into separate units stands on the majority of the Business Park site alongside open areas used for general storage. The site identified forms the northern half of the site which is largely used as a storage area and service yard.</p>
<p>Availability</p>	<p>The site is currently considered to be unavailable due to being in active use and presently unavailable for redevelopment. Unless the Council are aware that the land owner is seeking to dispose of the site it is assumed that the land is not available. A planning application for the redevelopment of part of the Business Park to accommodate 33 small B1 and B8 units was approved in 2012, although this consent is not thought to have been implemented.</p>
<p>Access</p>	<p>A suitable access is available from Winnington Avenue.</p>
<p>Drainage/Topography</p>	<p>There are not thought to be any drainage or flooding issues associated with the site.</p>
<p>Contamination Issues</p>	<p>There is considered to be some potential for the site to have contamination issues given the industrial/commercial character which exists. Further site investigation would be required to understand further any potential contamination constraints.</p>
<p>Impact of Neighbouring Uses</p>	<p>It is considered that the existing operations of the business park would not be conducive to accommodating residents on part of the site due to the likely impact resultant from noise and the movement of heavy goods vehicles etc.</p> <p>Construction has commenced on the adjacent site to the north east for 153 dwellings (14/04098/FUL).</p>



<p>Overlooking and Privacy</p>	<p>Once the development of the adjacent site for housing is completed the new residential properties could present overlooking concerns for any potential Gypsy and Traveller site although this could likely be mitigated against through appropriate screening measures.</p> <p>If the existing business park is retained an area of the site would need to be provided which could provide an acceptable level of privacy. It is doubtful that sufficient vacant land exists for this to be achieved.</p>
<p>Landscape/Townscape Impact</p>	<p>The existing buildings on the site do not make a positive contribution to the visual amenity of the area. It is considered that a site could be formed without any resulting adverse impact on the local townscape.</p>
<p>Impact on Amenity of Existing Community</p>	<p>It is not considered that the use of part of the site for Gypsy and Traveller accommodation would have a significantly detrimental impact on the amenity of the local resident population or any neighbouring employment uses.</p>
<p>Achievability</p>	<p>The existing employment use and associated land value is likely to make the site unavailable for development as a Gypsy and Traveller site. If suitable land was made available on the site it is considered that a site could be developed without incurring overly restrictive remediation/infrastructure cost.</p>
<p>Assessment Against Desirable Criteria:</p>	<p>The site represents previously developed land which is of no positive value to the character of the area. A significant amount of housing has either recently or is in the process of being developed in the immediate local vicinity providing opportunities for integration with the wider community.</p> <p>The industrial location is not favourable for residential accommodation.</p>
<p>Conclusion</p>	<p>RED</p> <p>Recommendation: Unsuitable – The site is not considered to be available at the current time with active employment uses in place. The location in being within close proximity to employment uses and the site for a new residential development is not considered well suited to accommodate a Gypsy and Traveller site.</p>

Site Reference: REF 10	Whitchurch Road, Tushingham-cum-Grindley
	

Relevant Local Plan Policies:	Local Plan (Part One) policies: STRAT 9 Green Belt and Countryside ENV 9 Minerals supply and Safeguarding
Site Details	Site area of 2.17 hectares. Greenfield site in use as a farm. Fronts the A41.
Availability	Included within HELAA. Ownership (Land Registry CH636432): Eveleigh Moore-Dutton. There is a ransom strip (CH429835) – owned by Highways England.
Access	Access is only possible directly from the A41. This is a 60mph trunk road. For this reason the access is considered unsuitable for the traffic associated with a G&T site.
Drainage/Topography	No known issues.
Contamination Issues	No known issues, contamination is unlikely.
Impact of Neighbouring Uses	Agricultural uses on all sides.
Overlooking and Privacy	The site is well screened from the A41 with extensive planting.
Landscape/Townscape Impact	There would be no significant impact on landscape character.
Impact on Amenity of Existing Community	There are only farmhouses and isolated buildings in the vicinity, there would be no significant impact.
Achievability	Access considerations are likely to prevent delivery. The ransom strip would also add additional cost.
Assessment Against Desirable Criteria	The site is greenfield and remote from shops and services.



Conclusion

RED

Recommendation: Unsuitable - the site is considered unsuitable due to inability to achieve suitable access arrangements.

<p>Site Reference: REF 12</p>	<p>Land South East of Gadbrook Park, Davenham Road, CW9 7RY</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) Policies: STRAT 5 Northwich STRAT 9 Green Belt and Countryside ENV 1 Flood Risk and Water Management ENV 9 Minerals Supply and Safeguarding</p> <p>Vale Royal Borough Local Plan Retained Policies: GS5 Open Countryside NE10 Mersey Community Forest BE10-12 Conservation Areas</p>
<p>Site Details</p>	<p>The site comprises a number of agricultural fields bounded by Davenham Road to the south, King Street (A530) to the east and the Trent and Mersey Canal to the west, totalling an area of 26.16 hectares. A small residential development (Pear Tree Farm Cottages) accessed off Davenham Road stands at the mid-point of the site along its southern boundary. To the north of the site is a depot and distribution centre operated by Morrisons. Northwich town centre is situated approximately 5km to the north east.</p>
<p>Availability</p>	<p>The site is in private ownership, held by NPL Group. It has been promoted through a recent Call for Sites process for employment uses, specifically to accommodate a new logistics warehouse and distribution site. It is consequently considered that the site is not available for the proposed use unless it is indicated otherwise by the landowner.</p>
<p>Access</p>	<p>An existing access point exists from Davenham Road to the west of the residential development. This access could be improved to provide a suitable access onto the land. Alternatively, it is considered that a suitable access could be formed at other points off Davenham Road or from King Street.</p>
<p>Drainage/Topography</p>	<p>Gad Brook runs through the eastern side of the site. Land either side of this brook is classified as being within Flood Zones 2 and 3. As a result, flood mitigation measures would likely be required to allow for the field on the eastern side of the site to be developed. The western half of the site is not thought to be at risk of flooding, with no drainage issues observed. The land is generally flat and with a topography suitable for development.</p>
<p>Contamination Issues</p>	<p>The site represents greenfield land with no evident contamination issues.</p>



<p>Impact of Neighbouring Uses</p>	<p>It would be necessary to give consideration to the existing group of residential properties on the site in order to ensure that there would be no adverse impact on any future Gypsy and Traveller residents, primarily through ensuring an appropriate level of privacy.</p>
<p>Overlooking and Privacy</p>	<p>There is some potential for overlooking from the rear windows of existing residential properties on the site if a Gypsy and Traveller site was to be formed close to these properties. It is noted that the existing residential properties are set within a spacious plot, with screening in place around the boundary. It is subsequently considered that a suitable plot and arrangement could successfully be achieved.</p>
<p>Landscape/Townscape Impact</p>	<p>Views of the agricultural landscape provided by the site can be achieved from Davenham Road, although this is partly screened by hedgerows along the road side. From King Street the site is far less visible from the road due to higher hedgerows. Additional screening would be required to appropriately assimilate a Gypsy and Traveller site with the landscape.</p>
<p>Impact on Amenity of Existing Community</p>	<p>Other than the existing dwellings at Pear Tree Farm Cottages, the development of the site would not directly impact on any other properties. It is therefore the amenity enjoyed at these properties that would require greatest consideration. Given the expansive nature of the site it is considered that a Gypsy and Traveller site could be developed without any significantly harm being caused to the amenity of the existing residents.</p> <p>The width and relatively limited levels of traffic on Davenham Road make this highway well suited to providing an appropriate access point.</p>
<p>Achievability</p>	<p>Representations to the Council made on behalf of the land owner identify that there are no environmental constraints on the site of significance other than flood risk associated to the eastern field. Existing services and utilities are already in place in connection with the existing residential properties.</p> <p>There are known to be underground gas storage tanks in the eastern half of the site which could impact on the developable area in this location.</p>
<p>Assessment Against Desirable Criteria</p>	<p>The site is well connected to the strategic road network being approximately 9km from junction 18 of the M6.</p> <p>There are few local services in the direct local vicinity although Northwich town centre is only 6.5km away to the north west. The closest bus stop is positioned within approximately 1km away to the north on King Street. The closest schools and GP practices are located in the Rudheath area, again to the north.</p> <p>The site is greenfield land, with brownfield sites being preferable.</p>
<p>Conclusion</p>	<p>RED</p> <p>Recommendation: The site is considered unavailable at the present time to accommodate a Gypsy and Traveller site.</p> <p>Representations made by the land owner to the Council have identified that employment uses are being actively promoted and that a new logistics warehouse and distribution facility is envisage for the site.</p>


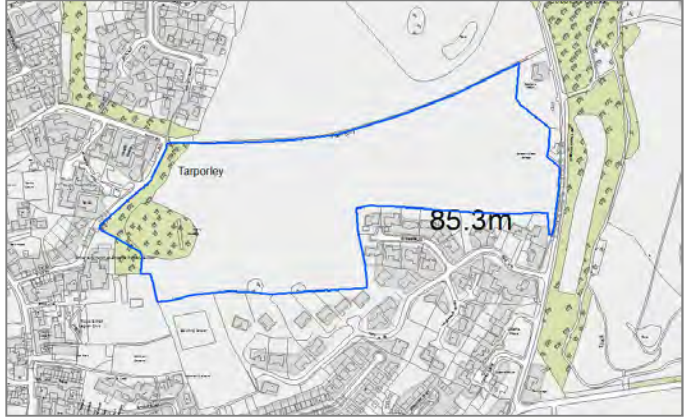
<p>Site Reference: REF 13</p>	<p>Land at Gorsthills County Primary School, Berry Drive, Ellesmere Port</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) policies: STRAT 4 Ellesmere Port</p> <p>Ellesmere Port & Neston Local Plan policies: ENV8 Urban Green Network ENV10 The Mersey Forest</p>
<p>Site Details</p>	<p>Site area of 2.81 hectares.</p>
<p>Availability</p>	<p>Owned by CW&CC, available.</p>
<p>Access</p>	<p>Existing site access from Berry Road could be used.</p>
<p>Drainage/Topography</p>	<p>No known issues.</p>
<p>Contamination Issues</p>	<p>No known issues.</p>
<p>Impact of Neighbouring Uses</p>	<p>Residential units face the site from the opposite side of Berry Drive. Water treatment works to the immediate north but there are no odour or impacts on the site.</p>
<p>Overlooking and Privacy</p>	<p>The site would be overlooked by the houses opposite.</p>
<p>Landscape/Townscape Impact</p>	<p>A traveller site is likely to have an adverse impact on townscape character given its prominent location.</p>
<p>Impact on Amenity of Existing Community</p>	<p>A traveller site is likely to have an adverse impact on the local community as the site is in close proximity to existing housing and is likely to generate significant negative impacts in terms of noise, traffic movements and visual appearance.</p>
<p>Achievability</p>	<p>The site is Council owned, with an existing access, and could be easily delivered.</p>

Site Proforma



Assessment Against Desirable Criteria	The site is well located in relation to shops and services and is brownfield.
Conclusion	RED Recommendation: Unsuitable - the site is considered unsuitable due to being located directly opposite existing housing – it is likely to have adverse impacts on residential amenity.

<p>Site Reference: REF 15</p>	<p>Arderne Golf Course, Tarporley (area 2)</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) policies: STRAT 9 Green Belt and Countryside (within the North Cheshire Green Belt)</p> <p>Vale Royal Local Plan retained policies: GS5 Open Countryside BE10-12 Conservation Area</p> <p>Site entirely within Tarporley Conservation Area. GS5 – Open Countryside.</p>
<p>Site Details</p>	<p>Site area of 8.13 hectares. In agricultural use (arable). A public footpath crosses the site and is used from informal recreation.</p>
<p>Availability</p>	<p>In private ownership, included within Local Plan Part 2 Call for Sites.</p> <p>Ownership (from Land Registry): eastern part CH213373 Portal Golf and Country club (covenants specifying no buildings on land); western part CH183056 Land on east side of Park Road - Portal.</p>
<p>Access</p>	<p>Access could be potentially be achieved from Park Road, although this would require suspension of parking and tree loss. Cobblers Cross Lane would require widening to achieve access.</p>
<p>Drainage/Topography</p>	<p>No known drainage issues. Site falls gradually northwards.</p>
<p>Contamination Issues</p>	<p>No known issues, contamination unlikely.</p>
<p>Impact of Neighbouring Uses</p>	<p>Golf course to immediate north and east, residential to immediate south and west. Also allotments to south-west.</p>
<p>Overlooking and Privacy</p>	<p>The change in level means that the site would be overlooked by houses to the south. Public footpath and golf course also mean that this is a highly visible location.</p>
<p>Landscape/Townscape Impact</p>	<p>The site is likely to have an impact on the surrounding landscape and townscape due to its prominence. It would have a negative visual appearance when seen from adjacent houses. Access and movement into the site would also potentially impact on public users of the footpath. Noise would impact on residents and the</p>



	public.
Impact on Amenity of Existing Community	A traveller site here would impact negatively on the amenity of houses to the south.
Achievability	The site would require access and preparation works. Covenants limit the potential site to the western part only.
Assessment Against Desirable Criteria	The site is well located in relation to existing services. It is greenfield but would be suitable for SUDS.
Conclusion	<p>RED</p> <p>Recommendation: the site is considered unsuitable due to its prominent location and its anticipated impact on residential amenity and landscape character.</p>

Site Reference: REF 16	Rode Street Works / Buffer Depot, Rode Street, Tarporley
	

Relevant Local Plan Policies:	<p>Local Plan (Part One) policies: STRAT 9 Green Belt and Countryside (site located within North Cheshire Green Belt)</p> <p>Vale Royal Local Plan retained policies: GS5 Open Countryside</p>
Site Details	Site area is 2.07 hectares. Two employment units are on the site. The Sandstone Trail passes directly to the east.
Availability	<p>In private ownership. Included in HELAA after Council identified it. In employment use.</p> <p>Ownership (Land Registry): Tarporley Buffer Depot front part of site CH393444, rear part of site CH422127 - proprietor of both: Statestrong Limited</p>
Access	Access could only be from A51, which is a 60 mph trunk road. This is considered unsuitable for caravan access associated with a G&T site.
Drainage/Topography	No known issues, site is currently hardstanding – assumed no drainage issues.
Contamination Issues	No known issues, contamination should be investigated.
Impact of Neighbouring Uses	Agricultural and residential uses surround the site.
Overlooking and Privacy	Site is well screened and not immediately adjacent to any properties – no issues.
Landscape/Townscape Impact	This surrounding environment is not especially sensitive and the site is already in a low grade uses – no significant adverse impact expected.
Impact on Amenity of Existing Community	Access into and out of the site may have an impact on nearby properties on the A51.
Achievability	Site is considered un-deliverable due to inability to achieve safe access.

Site Proforma



Assessment Against Desirable Criteria:	Site is relatively close to shops and services in Tarporley.
Conclusion	RED Recommendation: Unsuitable. Site is considered unsuitable due to the lack of suitable access potential.

<p>Site Reference: REF 17</p>	<p>Land at Hampton Heath Industrial Estate, Malpas</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) Policies: STRAT 9 Green Belt and Countryside ENV 9 Minerals supply and Safeguarding</p> <p>Southern boundary aligns with Malpas and Overton Neighbourhood Plan boundary.</p>
<p>Site Details</p>	<p>Site area of 2.98 hectares. Greenfield site in agricultural use.</p>
<p>Availability</p>	<p>In private ownership (ownership is unknown – the site is unregistered on Land Registry. Included within HELAA after being identified by CW&CC.</p>
<p>Access</p>	<p>Landlocked sites – would require third party land to access. Access would have to be from B5069 or Mates Lane.</p>
<p>Drainage/Topography</p>	<p>No known issues.</p>
<p>Contamination Issues</p>	<p>No known issues, contamination considered unlikely.</p>
<p>Impact of Neighbouring Uses</p>	<p>Agricultural land immediately surrounds site on all sides. Hampton Heath Industrial Estate lies further to the north and there are houses on Mates Lane to the south.</p>
<p>Overlooking and Privacy</p>	<p>Houses on Mates Lane face the site and would overlook a Gypsy and Traveller site here.</p>
<p>Landscape/Townscape Impact</p>	<p>Landscape screening would be required to protect the character of the surrounding landscape.</p>
<p>Impact on Amenity of Existing Community</p>	<p>A well screened site, with access taken from the B5069 and not Mates Lane, should not present a significant impact on the amenity of residents on Mates Lane.</p>
<p>Achievability</p>	<p>The site would be difficult to deliver due to the requirement for third party land.</p>

Site Proforma



Assessment Against Desirable Criteria:	The site is remote from shops and services. It offers potential for SUDS.
Conclusion	RED Recommendation: Unsuitable. The site is considered unsuitable due to the inability to achieve access without acquiring third party land.

<p>Site Reference: REF 18</p>	<p>Land off Bumpers Lane, Chester</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) policies: STRAT 3 Chester ENV 1 Flood risk and water management</p> <p>Chester District Local Plan retained policies: TR 7 Chester Transport System including Western Relief TR 4 Main Pedestrian Routes EC 2 Allocations for Employment Land (B2, B8) (part of site) MI 2 Sealand Road - Provision of Services and Infrastructure</p>
<p>Site Details</p>	<p>This is a large site of 194 ha, most of which is outside the CW&CC border in Wales. The potential for a G&T site is being investigated in in land opposite the football club.</p>
<p>Availability</p>	<p>In private ownership. Included in HELAA.</p> <p>Ownership (Land Registry): Southern tip of the site (CH450486) is owned by CW&CC. Sewage Works to north (CH592824) - Dwr Cymru Cyfyngedig. 2 small triangular areas at south/west edges of site under CH156487 - Top Farm, Bumpers Lane.</p>
<p>Access</p>	<p>Access could be achieved from Bumpers Lane. Indicative route for proposed Western Relief Road within this site (a G&T site could be located to east or west of indicative route).</p>
<p>Drainage/Topography</p>	<p>No known issues.</p>
<p>Contamination Issues</p>	<p>Known to be heavily contaminated land requiring significant remediation.</p>
<p>Impact of Neighbouring Uses</p>	<p>Football club opposite the site. Open land to the west and south. Recycling facility to the east is due to be removed and replaced by employment units.</p>
<p>Overlooking and Privacy</p>	<p>Site is well screened and not immediately adjacent to any properties – no issues.</p>
<p>Landscape/Townscape Impact</p>	<p>This surrounding environment is industrial and not considered sensitive. Screening needs to address impact to open land to south and west.</p>
<p>Impact on Amenity of Existing Community</p>	<p>No existing community. Match day implications should be considered.</p>
<p>Achievability</p>	<p>Delivery would be problematic due to, contamination and Relief Road proposals.</p>
<p>Assessment Against Desirable Criteria:</p>	<p>Site is previously developed and reasonably well located to shops and services.</p>



Conclusion

RED

Recommendation: Unachievable. Site may be suitable but is considered unachievable due to constraints.

Site Reference: REF 19	MARTON VILLA FARM, CLAY LANE/Common Lane, Marton, Winsford, CW7 2QE
	

Relevant Local Plan Policies:	<p>Local Plan (Part One) Policies: STRAT 9 Green Belt and Countryside ENV 4 Strategic Wildlife Site (southern boundary)</p> <p>Vale Royal Borough Local Plan Retained Policies: GS5 Open Countryside NE10 Mersey Community Forest</p>
Site Details	The site is an agricultural field in use as part of Marton Villa Farm. The site is 1.44 hectares in area. The site is surrounded by agricultural fields on all sides. The former Whitegate Way railway line which now provides a public footpath forms the southern boundary.
Availability	The farm holding is in the ownership of the Council. It is known that the Council's farm holdings are to be disposed of over the coming years. As a result the site is considered to be available for development.
Access	No road access is available to this site. In being encircled by other fields, vehicle access could only be achieved by travelling across the neighbouring fields using a protracted route. It is not considered that an appropriate access route for vehicles can feasibly be achieved for this site.
Drainage/Topography	No drainage issues were observed on site, with no part of the land classified as within either Flood Zone 2 or 3. The land is generally flat.
Contamination Issues	As a greenfield site, there are no known contamination issues.
Impact of Neighbouring Uses	The closest residential properties are located on Clay Lane. Farm buildings associated to Common Farm, a riding school including a small number of stables and Acorns Caravan Park are all accessed via Common Lane and are situated to the west of the site. The directly neighbouring fields are in agricultural use. It is not considered that any of the neighbouring properties or uses would have a significantly detrimental impact on any future Gypsy and Traveller site in terms of noise or privacy.
Overlooking and Privacy	The site is well screened on all sides by mature trees and vegetation along the



	boundary edge. Additional landscaping would potentially be required to ensure adequate privacy from walkers travelling along the Whitegate Way trail.
Landscape/Townscape Impact	The open, agricultural nature of the site contributes to the rural character of the wider area. The site is secluded, not prominently visible from the surroundings and cannot be seen from any of the nearby roads. With appropriate mitigation it is considered that a development could be achieved without significant adverse effects on the wider landscape.
Impact on Amenity of Existing Community	The site does not directly neighbour any residential properties or other sensitive land uses. There would not be any adverse impact on the amenity of existing uses.
Achievability	Providing an appropriate route of access on to the site is the primary constraint to its development. It is not considered that the site could be developed without securing some of the surrounding land.
Assessment Against Desirable Criteria:	<p>The site is in the ownership of the Council and consequently it is considered that it can be made available for development in the short to medium term.</p> <p>The closest bus stop is a short walk away on Clay Lane. The site is in a relatively remote location with respect to proximity to local facilities and services. The closest primary school is 2.1km away in Whitegate. The closest town/service centre is Winsford located approximately 5.5km to the south east.</p> <p>The site is greenfield land, with brownfield sites being preferable.</p>
Conclusion	<p>RED</p> <p>Recommendation: unsuitable - due to no available road access and no possible approach to provide a suitable access being evident without securing additional land.</p>

Site Reference: REF 21	MARTON HALL FARM, DALEFORDS LANE, MARTON, WHITEGATE, WINSFORD CW7 2PY
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Relevant Local Plan Policies:	<p>Local Plan (Part One) Policies: STRAT 9 Green Belt and Countryside ENV 4 Local Wildlife Sites ENV 9 Minerals Supply and Safeguarding</p> <p>Vale Royal Borough Local Plan Retained Policies: NE10 Mersey Community Forest BE13 Scheduled Monument</p> <p>Minerals Local Plan Policies: Policy 47 – Sand and Gravel Area of Search</p>
Site Details	<p>The site is 1.17 hectares in area and is an open field alongside Dalefords Lane. The southern boundary of the site is formed by the former Whitegate Way railway line. The site is approximately 4.4km to the north west of Winsford town centre. The site is steeply inclined.</p>
Availability	<p>The site is thought to be a farm holding which is in the ownership of the Council. It is known that the Council's farm holdings are to be disposed of over the coming years. As a result the site is considered to be available for development.</p>
Access	<p>There is no existing vehicle access point. Due to the steep sided nature of the land it is not considered that a suitable access could be formed which would allow for large vehicles and caravans to be stationed on the site.</p>
Drainage/Topography	<p>The site is on a steep embankment which would not allow for caravans to be stationed on the land without extensive levelling works.</p> <p>No drainage issues were observed on site, with no part of the land classified as within either Flood Zone 2 or 3.</p>
Contamination Issues	<p>As a greenfield site, there are no known contamination issues.</p>
Impact of Neighbouring Uses	<p>The closest properties are three dwellings on the eastern side of Dalefords Lane. The next closest properties are the farm buildings on the opposite side of the former railway line.</p>
Overlooking and Privacy	<p>The steep sided nature of the site means that it is prominently visible from the adjacent highway and would consequently not provide for a suitably private</p>



	location. None of the neighbouring properties directly overlook the site although the arrangement with the highway is not favourable to accommodate the proposed use.
Landscape/Townscape Impact	In being prominently visible from the highway, the site is sensitive to change. It is considered that any development would be harmful to the character of the landscape.
Impact on Amenity of Existing Community	Development of this site would likely have an adverse impact on the visual amenity of the local area.
Achievability	The topography of the site is a major constraint. It is not considered that the land is suitable to allow for caravans to be stationed.
Assessment Against Desirable Criteria:	<p>The site is well located in terms of existing facilities. The closest bus stop is approximately 800m away in Salterwall. The closest schools and GP practices are situated in Winsford.</p> <p>The site is in the ownership of the Council and consequently it is considered that it could be made available for development in the short to medium term.</p> <p>The site is greenfield land, with brownfield sites being preferable.</p>
Conclusion	<p>RED</p> <p>Recommendation: unsuitable - due to its steep embankment which would not allow for caravans to be stationed on the land without extensive levelling works.</p>



Site Reference: REF 22	Land at Church Farm, Cross Lanes, Tarvin
	

Relevant Local Plan Policies:	Local Plan (Part One) Policies: STRAT 9 Green Belt and Countryside ENV 1 Flood risk and water management ENV 9 Minerals supply and safeguarding
Site Details	Site area is 2.35 hectares. The site is currently open land in agricultural use.
Availability	The farm holding is in the ownership of the Council. It is known that the Council's farm holdings are to be disposed of over the coming years. As a result the site is considered to be available for development.
Access	Access would have to be from Cross Lane, but this road appears to be too narrow for traveller requirements. There is an access road alongside the south-western boundary but this is a narrow track and is directly adjacent to an existing house.
Drainage/Topography	A small stream adjoins northern-eastern site boundary. This boundary is Flood Zone 3.
Contamination Issues	No known issues, contamination is unlikely given greenfield history of the site.
Impact of Neighbouring Uses	Agricultural uses on all sides.
Overlooking and Privacy	Two Semi-detached houses lie to immediate south, directly alongside the site and with a side window facing onto the site. This property therefore overlooks the site.
Landscape/Townscape Impact	This is an open, attractive landscape – the site would have to be well screened.
Impact on Amenity of Existing Community	A traveller site is likely to have a negative impact on the amenity of the adjacent houses: the site would be visually intrusive, create noise and cause disruption through traffic movements, especially if the existing track is used as the basis for site access.
Achievability	Site would require access improvements and landscaping.

Site Proforma



Assessment Against Desirable Criteria	Site is remote from shops and services. It offers good potential for SUDS.
Conclusion	RED Recommendation: Unsuitable - due to the lack of suitable access potential and the potential impact on adjacent properties.

<p>Site Reference: REF 26</p>	<p>Land east of A533, Brick Kiln Lane, Middlewich, CW10 9JJ</p>
	

<p>Relevant Local Plan Policies:</p>	<p>Local Plan (Part One) Policies: STRAT 9 Green Belt and Countryside ENV 9 Minerals Supply and Safeguarding</p> <p>Vale Royal Borough Local Plan Retained Policies: GS5 Open Countryside NE10 Mersey Community Forest BE10-12 Conservation Areas (boundary to east of site)</p>
<p>Site Details</p>	<p>The site is an agricultural field extending to 2.69 hectares situated to the west of the Bostock Green Area. The site is bounded by the A553 to the west and two further agricultural fields to the east and south. Brick Kiln Lane runs alongside the southern boundary of the site and provides a public bridleway. Winsford Rock Salt Mine (Bostock Zone B) is underneath the site.</p>
<p>Availability</p>	<p>A site submission to the Council in 2014 identifies the land to be in the ownership of private individuals. The land is actively tended as part of the surrounding farm. The site has been promoted through a recent Call for Sites process for residential or other land uses. Further investigation would be required to ascertain whether the site owners would be willing to release the site.</p>
<p>Access</p>	<p>The site is only potentially accessible from Brick Kiln Lane. The access road narrows on the approach and suffers from a steep incline which it is considered would prevent access for large vehicles/caravans. Brick Kiln Lane also provides a public bridleway with access for vehicles currently not provided up to the site.</p>
<p>Drainage/Topography</p>	<p>The site slopes down to the east. The land is raised above the level of the A533 to the west. The site is not within an identified Flood Zone area although some the land appeared to be slightly waterlogged.</p>
<p>Contamination Issues</p>	<p>There are no known or apparent issues with contamination at the site.</p>
<p>Impact of Neighbouring Uses</p>	<p>The closest neighbouring land uses are a working farm as well as a small number of residential properties on Brick Kiln Lane. It is considered that the distance of separation of the site from these neighbouring uses would ensure that there would be no significantly detrimental impact on a Gypsy or Traveller site at this location caused by the continuation of the existing uses.</p>
<p>Overlooking and Privacy</p>	<p>A small number of residential properties are located to the east along Brick Kiln Lane, however, no opportunities for overlooking of the site would occur. The site</p>



	is well screened on all sides by vegetation.
Landscape/Townscape Impact	The site offers an area of open countryside and contributes to the wider rural character of the local area. Despite this, the site is very well screened on all sides and long views cannot be established across the wider area. It is therefore considered that with careful mitigation any changes to the landscape could be appropriately managed to avoid any significant adverse impact.
Impact on Amenity of Existing Community	<p>The separating distance of the site from existing neighbouring properties would ensure that the use of the site itself would not result in an adverse impact for existing residents in terms of noise or overlooking.</p> <p>Additional traffic and vehicle movement along Brick Kiln Lane as a result of the site being developed could create minor disruptions for existing users of the road, which may limit the acceptable size of any future Gypsy and Traveller site.</p>
Achievability	Significant improvements to the access road and access point would be required in order to enable for large vehicles and caravans to be able to come and go from the site.
Assessment Against Desirable Criteria:	The site is located close to the existing settled communities of Bostock Green and Moulton.
Conclusion	<p>RED</p> <p>Recommendation: Unsuitable – The single potential access route is considered unsuitable for a Gypsy or Traveller site.</p>

