

Chichester District Council



Gypsy and Traveller and Travelling Showpeople Background Paper (draft version)

January 2023

1. Introduction

- 1.1 This report provides analysis of gypsy and traveller and travelling showpeople issues in terms of how they relate to the Local Plan Review (LPR). It explains the level of need in the plan area, largely in relation to the new Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA). Furthermore, it explains the strategy for how to address the needs identified.

Policy context

- 1.2 Firstly though, it is important to set out the planning policy context pertaining to this issue. The key planning policy document underpinning the consideration of gypsy and traveller and travelling showpeople issues is Planning Policy for Traveller Sites, which was published in August 2015. The key requirements in terms of strategic issues are as follows:

- LPAs need to make their own assessment of need (para 4)
- LPAs should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring local planning authorities. (para 9)
- The LPA needs sufficient deliverable pitches to meet its 5 year need, and sufficient developable pitches for 6 – 10 years, and where possible 11 – 15 years. (para 10)
- Relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density (para 10)
- Protect local amenity and environment. (para 10)
- Criteria should be set to guide land supply allocations where there is identified need. Where there is no identified need, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward. Criteria based policies should be fair and should facilitate the traditional and nomadic life of travellers while respecting the interests of the settled community. (para 11)
- LPAs should ensure that traveller sites are sustainable economically, socially and environmentally.
- promote peaceful and integrated co-existence between the site and the local community.
- promote, in collaboration with commissioners of health services, access to appropriate health services.
- ensure that children can attend school on a regular basis.
- provide a settled base that reduces both the need for long-distance travelling and possible environmental damage caused by unauthorised encampment
- provide for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any travellers that may locate there or on others as a result of new development.
- avoid placing undue pressure on local infrastructure and services
- do not locate sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans
- reflect the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability. (all para 13)
- When assessing the suitability of sites in rural or semi-rural settings, LPAs should ensure that the scale of such sites does not dominate the nearest settled community. (para 14)

- 1.3 There are also a number of requirements which are more pertinent to the development management context, but which are nevertheless very relevant for policy drafting with respect to the Local Plan and how individual sites should be provided and designed:
- LPAs should very strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. Local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate, the nearest settled community, and avoid placing an undue pressure on the local infrastructure. (para 25)
 - When considering applications, LPAs should attach weight to the following matters: a) effective use of previously developed (brownfield), untidy or derelict land b) sites being well planned or soft landscaped in such a way as to positively enhance the environment and increase its openness c) promoting opportunities for healthy lifestyles, such as ensuring adequate landscaping and play areas for children d) not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community (para 26)
 - If an LPA 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. (para 27)
- 1.4 In terms of the NPPF, this does include references to gypsy and traveller provision, with Paragraph 62 referring to meeting the needs of travellers. However, this does not entail any specific requirements, and appears to only refer to those travellers who don't meet the definition within PPTS.
- 1.5 This reference within the NPPF does allude to a degree of uncertainty in terms of how to address the needs of different components of the gypsy and traveller community. It is clear from PPTS that those who meet the definition within that document should have their needs addressed as per the requirements set out within PPTS. For those who don't meet the definition the position is more uncertain. It is clear from the NPPF that their needs have to be addressed, but not how this should be approached. Nevertheless, paying particularly regard to equalities issues, there now seems to be a clear convention that those needs should be met via provision of caravan accommodation, not bricks and mortar. However, mechanisms for delivery and timescales are not so well established.
- 1.6 This issue is also pertinent in light of the recent Court of Appeal decision: *Lisa Smith v Secretary of State for Levelling Up, Housing & Communities and Others [2022] EWCA Civ 1391*. It is clear from this judgement that PPTS has not been rendered unlawful. The Secretary of State accepted that the definition of travellers within PPTS indirectly discriminated against elderly and disabled gypsies and travellers, and the court did not accept the justification for this discrimination which was relied upon by the Secretary of State. Consequently, this judgement is considered to underline the importance of ensuring that the needs of all travellers are addressed in the LPR, and in a way which does not discriminate.

2. Gypsies and Travellers

2.1 This section addresses specifically the issues associated with need and supply of gypsies and travellers, both those which meet the definition in PPTS and those which don't. Travelling Showpeople are addressed separately in the next section.

Need level

2.2 The council has commissioned an updated GTAA from specialist consultants Opinion Research Services (ORS), who are one of the main providers of such assessments in the country. This was completed at the end of 2022 and is hence fully up-to-date.

2.3 The need level in terms of how it pertains to the Local Plan is set out below. For the first 5 year period the council is using the first 5 year need period as set out in the GTAA, but rolled forward from 2022 to 2024 in recognition that the Local Plan is expected to be adopted in 2024, however, the first 5 year period also incorporates the requirement from the 2022 – 2024 period, and so is effectively a 7 year period. This is to ensure that the first 5 year period of the plan includes all the 5 year need from the GTAA.

Table 1 – level of gypsy and traveller need over the LPR period.

	2024 - 29 ¹	2029 – 34	2034 – 2039	Total
Households who meet the PPTS definition ²	90 ³	17 ⁴	17 ⁵	124
Households whose status is unknown but may meet the definition	3 ⁶	1 ⁷	2 ⁸	6
People living in caravans but established in the GTAA as not meeting the definition.	20 ⁹	4 ¹⁰	4 ¹¹	28
Total	113	22	23	158

¹ This includes the figure from the base date of the GTAA, which is 2022, so this period is effectively a 7 year period.

² This category includes a proportion of the undetermined need (30%), as per the methodology used by the consultants who produced the GTAA.

³ 82 from the first 5 year category in the GTAA, plus the first 2 years of the next 5 year category, 6 pitches (rounded down), plus the 30% figure from the unknown, 2 (rounded up).

⁴ Remaining 10 pitches from 2027-31 period in GTAA plus 6 from the next 5 year category in the GTAA (rounded down), plus 1 from the unknowns (rounded up).

⁵ Remainder of 2032-36 period, 10, plus 7 from final period in GTAA. No unknowns, 30% quota already applied to earlier periods.

⁶ First 5 year category from GTAA, 4, plus first 2 years of 2027-31, 1 (rounded up), 30% then assigned to PPTS definition section (rounded up).

⁷ Remainder of 2027-31, 1 (rounded down), and next two years of 2032-36, 1 (rounded up), then 1 assigned to PPTS definition (rounded up).

⁸ Remainder of 2032-36, 1 (rounded down), and then all of the 2037-39 category, 1. None assigned to PPTS as 30% quota already assigned to that category.

⁹ First 5 year category in GTAA, 18, plus 2 years of 2027-31, 2, rounded up.

¹⁰ Remainder of 2027-31, 2 (rounded down), first 2 years of 2032-36, 2 (rounded up).

¹¹ Remainder of 2032-36, 2 (rounded down), all of the 2037-39 category, 2.

2.4 Given this large need, finding sufficient supply in order to meet this need is inevitably extremely challenging. The next section addresses in detail how the needs set out above can be met.

Supply

2.5 A clear priority for the Local Plan, as set out in national policy, is the requirement to meet the need level identified, particularly for the first 5 years. It's also a requirement to meet the need for the first 10 years. Consequently, there are various supply components which could be utilised to achieve this. These are considered to be as follows:

- Consents subsequent to the base date of the new Local Plan
- Vacant pitches
- Intensification/expansion of existing authorised sites
- Allocations of pitches on new sites and strategic housing allocations
- Windfall in order to meet any residual needs

Consents post 2021

2.6 Turning firstly to consents post the base date of the LPR, April 2021, the table below sets out the supply position in this regard at the time of writing (2 January 2023):

Table 2 – consents post Local Plan base date

Application ref:	Address	No. of additional pitches	Decision date
20/01330/FUL	Land Adjacent To Melita Nursery Chalk Lane Sidlesham	2	11-May-21
20/02009/FUL	Land North West Of Newbridge Farm Salthill Road Fishbourne	3	12-May-21
21/00322/FUL	Land South Of Telephone Exchange Selsey Road Sidlesham	1	31-Aug-21
19/03043/FUL	Field South Of Green Lane Piggeries Ham Road Sidlesham	1	07-Sep-21
21/01234/FUL	Melita Nursery Chalk Lane Sidlesham	1	21-Jan-22
21/03138/FUL	South Of Little Willow	1	7-Feb-22
21/02905/FUL	Land Adjacent To Plot A Pond Farm North Newells Lane West Ashling	2	09-Jun-22
21/01714/FUL	Plot A Pond Farm Newells Lane West Ashling	1	10-Jun-22
20/02009/FUL & 19/02579/FUL	Land North West Of Newbridge Farm Salthill Road Fishbourne	4	15-Jul-22

19/03112/FUL	Melita Nursery Chalk Lane Sidlesham ¹²	7	28-Jul-22
20/00047/FUL	Hopedene Common Road Hambrook Westbourne	1	07-Oct-22
Total		24	

2.7 This will be kept updated and could well be higher by the time of the Examination. There are also a number of pending applications and appeals. As set out in Appendix 1 below. This amounts to 25 pitches of possible additional supply in the near future, though clearly the outcome of these applications and appeals is currently unknown. While these are not counted as supply, they illustrate the likelihood that additional pitches will come forward in due course, and hence reinforce the windfall component which is set out below.

Vacant pitches

2.8 Vacant pitches which benefit from planning permission are considered to be supply which is deliverable within the first 5 years. Moreover, the definition of deliverable in the NPPF states that:

“Deliverable: To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).”¹³

2.9 Consented pitches which are vacant or unimplemented are clearly akin to a consented but unconstructed housing site, and hence should be considered to be deliverable as there is currently no clear evidence that they will not be delivered within 5 years. And given the well-established shortage of pitches it seems reasonable to presume that they will be brought into use in due course.

2.10 Generally, the council is not counting any vacant pitches which form part of a cluster of pitches which are already occupied by a particular family/group, as the assumption would be that any vacant pitches in that scenario would be available to members of that family in

¹² There is an overlapping 3 pitch consent, but that has not been included as presumably only the larger proposal will actually be utilised.

¹³ PPTS contains a different definition, essentially the old definition from the version of the NPPF in place at the time PPTS was published, however, ultimately the definitions are broadly similar:

“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 5 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.

To be considered developable, sites should be in a suitable location for traveller site development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.”

order to meet future need. However, in some instances there are vacant pitches on sites which have been identified as having future need, and hence it is presumed that it would be reasonable to presume that those vacant pitches will be brought into use at the point that the pitches are actually required.

Table 3 - Vacant and unimplemented pitches comprise 7 pitches

Site	No. of pitches	Commentary
10 Oaklands, Tower View Nursery North	2	Need for 2 identified in the GTAA on this site.
Land West of Harwood	5	Aerial photos clearly show that development of the pitches initially commenced.

2.11 The GTAA does identify a number of other vacant pitches, but these are generally consented pitches which appear not to have been developed yet, and hence these have not been included in the vacant pitches component of supply as they are already present in the consents post 2021 element.

Allocations

2.12 This section effectively brings together 4 different work-streams. Firstly, there is intensification of existing sites. Secondly, there are sites which came forward as part of the call for sites process in early 2021. Thirdly, there is a proposed traveller site which was promoted via the Housing and Economic Land Availability Assessment (HELAA). Finally, there is the option of including gypsy and traveller pitches within the strategic housing allocations within the LPR. As these sites came forward at different times and via different processes their initial assessment was somewhat different, but in the later stages these sources have been integrated.

Intensification

2.13 This is effectively a form of allocation in that in order to be utilised as supply it is necessary to assess the suitability of existing authorised sites for incorporating additional pitches, establish their capacity, and set out a policy in the Local Plan which supports additional pitches on those sites.

2.14 In order to pursue this source of supply the council commissioned a Pitch Deliverability Assessment (PDA) from consultants Opinion Research Services (ORS – who, as referred to above also produced the GTAA). While the study shows potentially significant amounts of supply, further analysis illustrates that the reality is likely to be lower. Partly this is owing to some of the capacity being replaced by consents and hence moving to a different part of the supply (Melita Nursery being the main site in this regard). The other main reason is the more detailed site analysis undertaken by officers and consultants Adams Hendry, which illustrates that most of the sites have limited scope for intensification.

2.15 A more detailed explanation of the approach which has been taken to intensification sites is as follows:

- There was an initial sieve of sites conducted at the outset of the PDA process. This is explained in the PDA report produced by ORS. In essence this involved sieving out sites with what were considered to be overriding constraints which would mean that it was not likely to be acceptable in planning terms of provide additional pitches on those sites.
- This was followed by the production of the PDA report, which assessed the potential to provide pitches on the sites which had made it through the initial sieving process. This process involved more consideration of site characteristics and circumstances, and in many respects established the availability and achievability potential of those sites to provide pitches.
- However, the council considered that additional analysis was then needed in order to establish a capacity which was consistent with the site design policy within the LPR, and in order to give more consideration to suitability. This involved two elements. Firstly, an additional sieving process was utilised, which involved considering the following factors:
 - sites which were already in the planning system, as generally it was considered most appropriate that the applications in question run their course; sites which had previously been refused were generally not considered further (unless there were reasons for a potentially different outcome, for example a lower number of pitches);
 - where the site was clearly already at the maximum reasonable capacity;
 - where there was no need identified at the site itself, as the presumption is that intensification is only suitable to provide for need generated by the sites themselves;
 - the site is no longer in use as a gypsy and traveller site.

The outcomes of this sieving process are set out in Appendix 2. The second stage of the process was that sites were subject to detailed capacity work by consultants Adams Hendry, which forms part of the Local Plan evidence base. In essence, the detailed capacity work entailed using an agreed pitch size (which accords with the site design policy within the LPR) and then establishing how many pitches would fit onto the available space in a potentially acceptable manner and taking account of relevant constraints.

- The final stage in the process is that each of the sites which have made it through the initial sieving process have been assessed by the council light of the findings in the PDA and the Adams Hendry report. These detailed assessments are set out in Appendix 3.

2.16 In light of this extensive analysis, the only sites which are considered to be suitable for additional pitches at present are:

- Greenacre, (Land adjacent to Westbourne Gypsy Site), Cemetery Lane: potentially, another **4** pitches will fit on the site, and while the council is very reluctant to consolidate this cluster, given that the intended occupants are already in situ, as the GTAA and PDA identify that they are living 'doubled up' on the neighbouring public site, in presumably what is a cramped situation, it is considered most appropriate to allow their need to be met on this neighbouring site. This is considered most appropriate given the individual circumstances and won't actually significantly increase the occupation within the cluster, as the prospective occupants are already there. It would also presumably free up space and hence supply on the public site.

- Tower View Nurseries: Potentially **2** additional pitches could be provided vis-à-vis consented provision. Again, while the council is very reluctant to consolidate this cluster, the existing consents slightly underutilise the land in question. The actual occupation appears to be more intensive than the consents allow. Therefore, it is considered that intensification which accords with the council's site design policy is the best compromise and would hopefully improve the existing situation. Moreover, given that the existing permissions underutilise the site it would be unrealistic to expect that no further pitches are provided on the site.
- Land at Lakeside Barn: This site has a need for **4**, and there is a reasonable potential this can be provided on the site as there is a lot of space available.
- Sunrise: There is scope for one **1** additional pitch to be provided at the back of the site, though this would need to be provided in a suitable manner i.e. so that it does not block the public right of way running along the side of the site. However, the GTAA clarifies that the site is occupied by non-travellers, and while this does not mean that the site should not be considered for intensification (especially in order to avoid any discrimination), the supply it provides presumably can't be counted towards the PPTS need.

2.17 This gives a total of **11** pitches which could be generated via intensification. Given that these are on existing sites, and the PDA establishes that they are available, it is considered that these are deliverable sites which can count as supply within the first 5 years.

Call for sites and HELAA

- 2.18 In addition to the PDA, the council also conducted a call for sites in 2021 as part of the process of preparing a specific Gypsy and Traveller DPD. The DPD has now effectively been subsumed within the new Local Plan. Consequently, it is considered that these sites also need to be assessed as part of the new Local Plan, with a view to seeking to establish if any sites could be allocated at this stage and hence count towards meeting the 5 year need requirement.
- 2.19 While these sites flow from a different process to the PDA, in effect they are quite similar, as most of the sites promoted entail the intensification or expansion of existing sites. These sites have been assessed by Adams Hendry as part of the initial DPD process using a RAG assessment system, which is set out in full in appendix 4.
- 2.20 One gypsy and traveller site was also promoted through the HELAA process. This site was given an initial appraisal as part of the HELAA process and then also considered in more detail using the Adams Hendry RAG assessment.
- 2.21 As with the intensification sites, a further review of sites promoted through the call for sites has been carried out by officers and Adams Hendry. These sites have been sieved in a very similar manner to the intensification sites referred to above, as set out in Appendix 2. The only additional consideration is that the council has sought to limit any potential allocations pertaining to existing large encampments to just limited intensification/infill, as further expansion of those sites is considered likely to lead to further domination of the settled community along with further encroachment onto the countryside.
- 2.22 As with the intensification sites there has been more detailed assessment by Adams Hendry in order to establish a realistic capacity in light of the site characteristics and constraints. As with the intensification sites, each site which has made it through the sieving process has

also been assessed by officers in order to determine their suitability for allocation within the new Local Plan, as set out in Appendix 3.

2.23 The key outcomes of this process are as follows:

- HBI0028 – Pinks Four, Birdham: promoted through the HELAA for 8 pitches. The Adams Hendry capacity work confirms that this appears a reasonable assumption in terms of likely site yield. However, owing to concerns regarding the site access this site is not considered suitable for allocation at present, though if further information is provided by the site promoter in order to demonstrate that the access is suitable then the site could be considered for allocation either as a main modification or through the forthcoming Site Allocations DPD.
- Bi04 - Cherry West Meadow, Birdham: promoted for 12 pitches, however, AH analysis suggests that only 3 net additional pitches at most would fit on the site (in a manner which would accord with the site design policy), though it would appear that 1 pitch would be more realistic. Given that the provision of 3 pitches appears to require considerable re-organisation of the site and clearance of vegetation there appear to be no guarantees that this would be achievable or acceptable in planning terms and therefore only **1** additional pitch has been assumed to be deliverable at this stage. The site promoter could provide additional information demonstrating how more pitches could be provided in an acceptable manner, which could then be considered as part of the Site Allocations DPD.
- HU01 - Land south of Little Willows, Hunston Road: promoted for 3 pitches. While the site can easily accommodate that number of pitches in spatial terms, given that a single pitch on the site was previously refused planning permission, ultimately it is considered that the site is not suitable for allocation.
- WE01 - The Stables, Bracklesham Lane, the site is promoted for 2 additional pitches. This site has been tested as part of the CS, and while 2 pitches may fit into the available space on the site, it is very tight and it is not necessarily possible to satisfactorily accommodate 2 pitches while still having sufficient vehicle turning space and without impacting upon existing hedging along the edge of the site. Consequently, only **1** additional pitch is considered appropriate at this juncture in terms of future yield, unless it can be demonstrated that 2 pitches can be satisfactorily accommodated.

2.24 This gives a total of only **2** additional pitches at this stage. These 2 pitches considered to be available now, and consequently are considered to be deliverable sites, which can count as supply within the first 5 years. Some additional pitches may also be deliverable at Pinks Four if the concerns regarding the access can be overcome, but given that the site is not considered suitable at this stage any pitches on this site would need to form part of the supply for later in the plan period.

Strategic housing allocations

2.25 An option for the provision of pitches which is becoming increasingly common is making provision for traveller pitches on the strategic housing allocations. Examples of this are Basingstoke and Deane, Guildford and Runnymede. In the case of Basingstoke the Inspector stated the following:

“The Council also indicated at the Hearings that in its experience, large sites, such as Peak Copse, are not successful in management terms; and that smaller sites tend to integrate better with the settled community. I agree with the Council that the positive preparation of small G&T sites within the four largest greenfield allocations, to be established at the outset, is a sustainable approach which is also justified in terms of management and integration of G&T provision with the settled community.”

- 2.26 Given the very high need within the plan area and hence the need to utilise all reasonable supply options it is considered that the approach of assigning traveller pitches to the strategic housing allocations should be employed. It is presumed that this approach should only be applied to new allocations, not those being carried forward from the current Local Plan, as those have already been masterplanned and permission is either already in place (at least at outline) or there is a resolution to grant, which would make it inappropriate to seek to retrospectively apply this requirement. This leaves only a very limited number of options, namely Land East of Chichester, Highgrove Farm (assuming it does not receive consent ahead of the Examination) and Maudlin Farm. The broad location in Southbourne would also need to include a pitch requirement.
- 2.27 Based on experience, travellers generally prefer to live in family units (and that also tends to be easier to integrate with the settled community), and hence it is considered likely that a cluster of around 3 - 4 pitches is most appropriate. On a smaller allocation like Highgrove Farm 1 cluster might well be most appropriate, whereas for the larger sites 2 or 3 clusters spread around the site could be achievable. Consequently, a provisional dispersal of pitches could be along the following lines:
- Land East of Chichester – 9 pitches
 - Highgrove Farm – 3 pitches
 - Maudlin Farm – 3 pitches
 - Southbourne broad location for development – 12 pitches
- 2.28 Southern Gateway has not been assigned pitches, given that it is an urban site, and is impacted by flood risk concerns, consequently, the site area is likely to be limited and the form of development is likely to be fairly high density, which would not be compatible with the provision of traveller pitches. If Highgrove is consented prior to the Examination then that would also reduce the supply by 3 more.
- 2.29 The approach set out above would be quite a conservative approach, and suggests a potential supply of 27 pitches. A drawback with this approach is that the pitches are likely to come forward later in the plan period and hence very few could be counted within the first 5 years, the only possibility in this regard would be Highgrove Farm in the event that pitches can be provided on that site.

Windfall

- 2.30 PPTS is silent on whether windfall can be included as supply. Nevertheless, windfall is nearly always included as a component of housing supply generally, and can form quite a large component if both large and small site windfall is included, hence it seems logical that it can also form part of gypsy and traveller supply, provided that, as with housing, there is compelling evidence that this will provide a reliable source of supply.

2.31 Moreover, windfall was allowed to be included in relation to the Darlington Local Plan, including within the first 5 years. The Inspector stated the following:

“157. Since the assessment was undertaken, planning permissions have been granted for a total of 7 additional pitches on 3 sites. The Council provided evidence during the examination of plans to create a total of 33 additional pitches on extensions to the two Council owned sites in the next few years. There is compelling evidence that windfalls will continue to come forward, both through small extensions to existing private sites and proposals for new private sites. Historically, the average rate of windfall provision has been 4 additional pitches per year. Whilst this rate may not continue, it is not unreasonable to assume that around 30 additional pitches will be created on windfall sites in the next 15 years in the context of policy H9 which sets out a positive, criteria-based approach that is consistent with national policy.

158. Overall, therefore, there is likely to be a sufficient supply of additional pitches for gypsies and travellers (around 70 pitches between 2021 and 2036) to ensure that identified needs can be met.

159. The five year requirement is for 13 additional pitches. This can be met at the current time through opportunities to use vacant and potential pitches on existing sites, the outstanding planning permissions, and through additional windfalls that are expected to come forward. A planning application for 25 additional pitches on the proposed extension to one of the Council owned sites is due to be submitted shortly meaning that it will contribute to an ongoing five year supply.”

2.32 Officers have done analysis of windfall. The data available demonstrates that consents for traveller pitches comprises 96 pitches between 2012-13 and 2022-23, rolling that forward would mean that average windfall would be at least 9 pitches per annum, or could be as high as 10 if rounded up, or 48 per 5-year period if the previous ratio continues. This means that windfall would actually be sufficient to meet virtually all of the council’s need over the plan period. However, it is considered that would not be appropriate or consistent with the requirements of PPTS. Consequently, the council’s position has been to do everything which is reasonably possible in order to meet the needs in a manner which is consistent with PPTS, and only rely on windfall in order to meet any residual need.

Anomalies

2.33 It is proposed that it would be reasonable to assume that in the case of a few sites they can accommodate the need identified without the provision of extra pitches elsewhere:

- Hawthorns, Clayton Lane: this is quite an unconventional site, as it involves a large bungalow, which appears to be officially a day room, and a large number of caravans. The site does not really constitute a traditional arrangement of pitches, nor would it be possible to incorporate additional pitches within the current site confines in a conventional manner. The need pertaining to the site within the GTAA could probably be met by allowing additional caravans within the curtilage of the site. That is probably going to be the most pragmatic way of meeting that need (for 2 pitches). This would accord with the PDA, which states that the landowner believes that they can meet their current need on the site (2 pitches), though that future need would be more difficult, however, that future need appears to have subsequently fallen away as that is not recorded in the GTAA data.

- Land South of the Stables, GTAA shows a need for 2 pitches, but 7 are given over to “storage”, and hence it seems reasonable to assume that 2 of those will be made available as accommodation for the need identified.

Bringing it all together

- 2.34 The main priority in the first instance is trying to achieve a 5 year supply. A reasonable but positive approach to supply would be:
- 24 pitches from post 2021 consents – this may well increase prior to the Examination
 - 7 vacant/unimplemented pitches, along with 1 pitch which would presumably become available on a public site assuming that the prospective occupants of the Greenacre site make this available once consent for additional pitches is granted in respect of that site.
 - 13 pitches from intensification/expansion sites. However, 1 of these is established as being for a non-traveller, and hence presumably can't be included within the PPTS component of supply.
 - At least 45 from windfall (assuming that the previous average continues)
- 2.35 That would comprise 89¹⁴, which is just 1 short of the PPTS 5 year requirement of 90. However, either of the two higher interpretations of windfall would mean that there would be slightly in excess of the PPTS requirement.
- 2.36 It would not be possible to meet the needs of non-travellers in the first 5 years, and hence the need from that category would need to be addressed later in the plan period either via windfall or the Site Allocations DPD.
- 2.37 For the remainder of the plan period there would also be approximately 27 pitches from the strategic housing allocations, which would count towards the long-term need.
- 2.38 Consequently, in addition to the 90 pitches referred to above, there would be 27 additional pitches available on the strategic allocations, which would leave 41 additional pitches to be met either via the Allocations DPD or windfall. Realistically it could be a mixture of both, but this would be well within the potential windfall referred to above (which would be 90 for the last 10 years of the plan period).

¹⁴ The total from the list above is 90, but the 1 at Sunrise has been excluded from the total as that is for a non-traveller.

3. Travelling Showpeople

Need

3.1 The level of travelling showpeople need has been assessed in the GTAA in the same way as for gypsies and travellers. The time periods from the GTAA have also been transferred into the Local Plan in the same way as for gypsies and travellers (as has been set out in the relevant section above).

Table 4 – level of travelling showpeople need over the LPR period.

	2024 - 29 ¹⁵	2029 – 34	2034 – 2039	Total
Households who meet the PPTS definition	24 ¹⁶	4 ¹⁷	5 ¹⁸	33
Households whose status is unknown but may meet the definition	2 ¹⁹	2 ²⁰	3 ²¹	7
Travelling showpeople established in the GTNA as not meeting the definition.	0	0	0	0
Total	26	6	8	40

3.2 As with gypsies and travellers, the level of travelling showpeople need is very high and very challenging for the council to meet. To put the level of need into context, this would involve almost doubling the number of plots within the plan area over the next 15 years. In particular, the need during the first 5 years is very difficult to address, especially as the supply options is more restricted.

Supply

3.3 Firstly, it is probably pertinent to note that travelling showpeople sites are generally more difficult to provide than gypsy and traveller pitches as they tend to require far more space. More specifically, the council has worked on the assumption that around 320 sqm is appropriate for a gypsy and traveller pitch, whereas the GTAA suggests that an appropriate plot size for travelling showpeople is around 2000 sqm. However, further research by the council indicates that this picture is more nuanced, and that some large yards will contain some smaller units of accommodation (please see Appendix 6). Consequently, there doesn't appear to be a clear pattern in this regard.

¹⁵ This includes the figure from the base date of the GTAA, which is 2022, so this period is effectively a 7 year period.

¹⁶ 22 plots from the first 5 year period of the GTAA plus 2 years of the 2027-31 period, 2 plots (rounded up)

¹⁷ Remainder of 2027-31 period, 2 plots (rounded down), plus 2 years of the 2032-36 period, plots.

¹⁸ Remainder of 2032-36, 3 plots and all of the 2037-39 period, 2 plots

¹⁹ 2 plots from the first 5 year period of the GTAA, plus 2 years of the 2027-31 period, 0 (rounded down)

²⁰ Remainder of 2027-31 period, 1 plot, plus 2 years of the 2032-36 period, 1 plots (rounded up)

²¹ Remainder of 2032-36 period, 1 plot (rounded down), all of 2037-39 period, 2 plots.

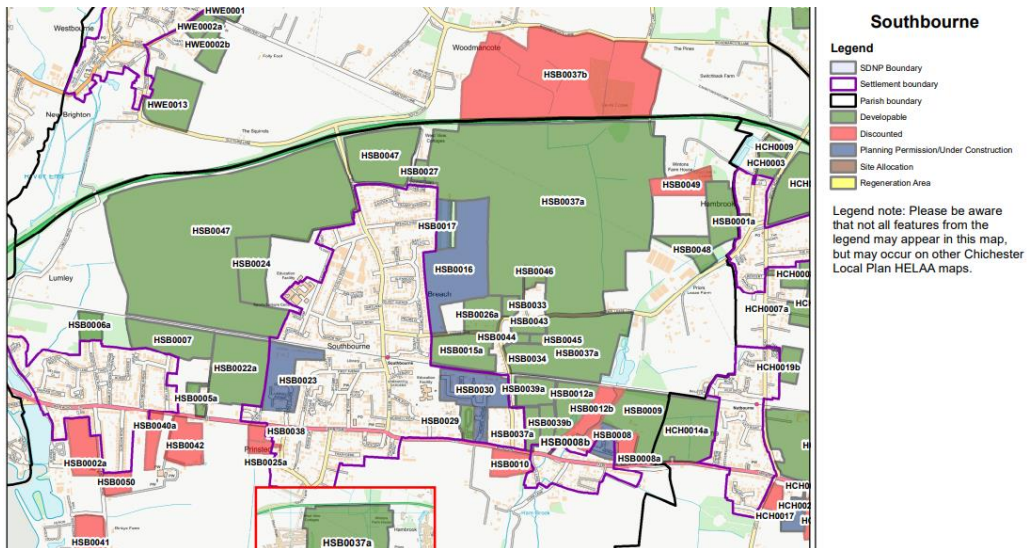
Intensification

- 3.4 The analysis above is important as it illustrates the difficulty in establishing clear parameters for an intensification approach in the same way as for gypsy and traveller pitches. Consequently, travelling showpeople plots haven't been considered for intensification in the same way as for gypsies and travellers as set out above.
- 3.5 However, there were 2 sites promoted through the call for sites, which are essentially intensification sites and have been assessed in order to establish whether they can provide any short-term supply. Of these 2 sites, one was sieved out as it was already subject to a refusal of planning permission. The other site, Five Paddocks Barn/Mans Rest, was assessed in detail along with the gypsy and traveller pitches referred to above, as set out in Appendix 3.
- 3.6 Five Paddocks Farm/Mans Rest is a very difficult site to assess, and the decisions regarding the suitability and capacity of the site are finely balanced. On the one hand the site does not appear to afford the space to accommodate additional plots of a size which would accord with standard expectations in terms of the required site area (i.e. following the plot size expectation specified in the GTAA). Moreover, there clearly doesn't seem to be space to provide the 6 plots being promoted. There are also concerns regarding flood risk in relation to this site, particularly future flood risk. Conversely, there is a need for 2 plots in relation to the site, and no alternative sites appear to be available. In addition, it is clear that some of the plots on the site are already smaller than the average size referred to above. Consequently, there does appear to be space to provide for 2 plots of a similar size to those already consented in this location. Therefore, on balance, given that there is an identified need, and a lack of alternatives, it does appear most appropriate to allocate the site for 2 additional plots (not including the site currently subject to a planning application - 22/02136/FUL). However, further evidence is likely to be necessary in relation to flood risk, and this would need to be addressed in more detail as part of future planning applications.
- 3.7 Consequently, in light of the above it would appear that only 2 pitches area available for potential intensification.

Strategic housing allocations

- 3.8 In light of the lack of short-term supply available it would appear important to consider whether travelling showpeople plots can be provided on the strategic allocations. This is theoretically possible, however, there are some significant constraints to what can be achieved in this regard. Firstly, the nature of the strategic allocations. The new allocations are generally essentially housing-led, with no significant employment element. As has been referred to above, the nature of showmen's sites, especially for the scale of need pertaining to the plan area, is that they need a significant storage element for their machinery, likely to comprise large yards and storage buildings. Consequently, they are unlikely to be compatible with a housing-led site, either from a placemaking or compatibility of uses perspective, except perhaps on very large strategic allocations where they could be assigned a more spacious section of the site somewhat detached from the main area of housing.

- 3.9 The second problem is geographical, as the vast majority of need flows from the Priors Leaze Lane site in Southbourne. It is presumed that showmen need to be near their machinery from a security perspective. Consequently, allocations on a site in Chichester is unlikely to be appropriate geographically vis-à-vis the current site.
- 3.10 The above seems to inevitably suggest that the main opportunity in terms of providing travelling showpeople plots via allocations is the Southbourne BLD. This is most appropriate geographically, as the BLD area is very close to the largest site in the plan area. In addition, as the largest new allocation, with the potential to provide a mix of uses, it has the greatest scope to provide travelling showpeople plots in terms of compatibility with other uses and sufficient space being available.
- 3.11 Currently, the level of need flowing from the Priors Leaze Lane site is 12 plots, and hence that has been assigned to the Southbourne BLD as a policy requirement.



- 3.12 Furthermore, there is clearly a large amount of undeveloped land around the existing Priors Leaze site, and hence it seems logical that there would also be some potential intensification/expansion of that site, particularly with a flexible release policy. However, it is difficult to put a figure on that. Consequently, it is considered that any plots provided in the Priors Leaze/Southbourne area via the flexible release policy should be subtracted from the Southbourne BLD requirement.
- 3.13 An exception to the above is the need which is being generated by the fully occupied Coles Yard site on the edge of Chichester, which it is considered could be met on the Bognor Road employment site. More specifically, as the Coles Yard site is already located within an existing employment area then there seems to be no reason why the additional need flowing from that site couldn't be met on a similar site. In addition, the Bognor Road site is very well located in relation to Coles Yard, as it is situated just to the south-east of the site. Consequently, a requirement for the provision of 5 plots has been applied to that allocation.



- 3.14 There may also be opportunities as part of the Allocations DPD to allocate additional sites. Clearly that would require a new call for sites process as part of the future DPD.

Windfall

- 3.15 Analysis of windfall demonstrates that there has been a notable supply of plots over the past 10 years, with 24 having been consented between 2012-13 and 2022-23. That would be an average of at least 2 plots per annum. If that was were to be applied to the plan period, then that would be 30 plots which could potentially come forward via windfall. As with the windfall for gypsies and travellers the level of windfall could be a bit higher the if the previous pattern precisely repeats itself, as that would be 12 plots per 5 year period (so 36 over the plan period).
- 3.16 However, as has been referred to above, if the council were to assume that all that windfall would come forward, then owing to the location of past delivery, which has often been on

Priors Leaze Lane, then the 12 plots proposed on the Southbourne BLD would probably need to be subtracted from supply on the basis that the requirement for 12 plots on that site this would almost certainly be largely exhausted by windfall plots coming forward in that area and hence needing to be subtracted from the BLD requirement.

Bringing it all together

- 3.17 It does not appear possible for the council to meet the 5 year need for travelling showpeople plots. There are no consents since the base date of plan period to be counted and no vacant plots which could be immediately counted. There is the potential to allocate 2 plots at Five Paddocks Barn/Mans Rest. That means only 2 plots could be counted towards the total 5-year need of 26.
- 3.18 The council has followed the duty to cooperate process in order to establish whether any of those plots can be provided elsewhere. However, no plots have been identified as being available. Consequently, it is presumed that the residual need from the first 5-year period needs to be rolled forward and met over the rest of the plan period.
- 3.19 The council is proposing to allocate 12 plots on the Southbourne BLD, and 5 on the Bognor Road employment allocation. This would take total supply to 19 plots.
- 3.20 The final supply component which appears to be available is windfall. Historic delivery rates in this regard show that there has been a notable level of supply over the past 10 years, at an average of 2 plots per annum. If that were to be applied to the plan period then that would be 30 plots of windfall. If combined with the above then that would mean that total supply would be 49. However, if that were to happen then it is considered that a large amount of that windfall would be at Prior Leaze Lane and hence would need to be subtracted from the Southbourne BLD requirement. Were that 12 on the Southbourne BLD to be subtracted from the level of supply in that instance then that would reduce likely supply to 37 plots.
- 3.21 Consequently, in light of the above, it is considered that as the position currently stands, if the lower interpretation of windfall is applied then it is not quite possible to meet the 5 year requirement, though it would be possible to get very close to the need requirement of 40 over the plan period, with supply likely to be 37 and hence only 3 short of the requirement. There would also be the potential to allocate more sites via the Site Allocations DPD, and on that basis, it is likely to that full need can be met over the plan period. However, using the higher interpretation of windfall, i.e. 12 plots per 5 year period then the requirement of 40 would be met (the supply in that scenario would be 43).

Appendices

Appendix 1 - List of pending applications and appeals

Applications

Application ref:	Address	Description	No. of additional pitches
22/01444/FUL	Field West Of Beachlands Nursery Newells Lane West Ashling	Change use of land for the stationing caravans for residential purposes, parking, hardstanding and associated infrastructure.	2
22/01783/ELD	The Yard Sidengreen Lane Maudlin Westhampnett	Use of land for the stationing of 1 no. caravan, within the meaning set out in section 29 of the Caravan Sites and Control of Development Act 1960 as expanded by section 12 of the Caravans Sites Act 1968, for residential purposes.	1
22/01943/FUL	Land East Of Monk Hill Monks Hill Westbourne	Change of use of land to a private gypsy and traveller caravan site, 1 no. mobile home, 1 no. touring caravan and 1 no. utility day room and associated development.	1
22/02047/FUL	Bridgefoot Meadows Glasshouse Lane Kirdford	Change of use of agricultural land to provide 1 no. Gypsy/Traveller pitch consisting of a static mobile home, parking for 1 no. tourer and 2 no. vehicles, with the laying of hardstanding and associated works.	1

Appeals

Application ref:	Address	Description	No. of additional pitches
19/00445/FUL	Land South East Of Tower View Nursery West Ashling Road Hambrook Funtington	Relocation of 2 no. existing travelling show people plots plus provision of hard standing for the storage and maintenance of equipment and machinery, 6 no. new pitches for gypsies and travellers including retention of hard standing.	6
20/00234/FUL	Land West Of Newells Lane West Ashling	Change of use of land for the stationing of 4 no. static caravans and 4 no. touring caravans for a Gypsy Traveller site.	4
20/00950/FUL	Field West Of Beachlands Nursery Newells Lane West Ashling	Use of land for the stationing of a caravan for residential purposes	1
20/00956/FUL	Field West Of Beachlands Nursery Newells Lane West Ashling	Change use of land to residential for the stationing of caravans for Gypsy Travellers	1
20/03306/FUL	Land To The West Of Newells Farm Newells Lane West Ashling	The stationing of caravans for residential purposes together with the formation of hardstanding and utility/dayrooms ancillary to that use for 3 no. pitches.	3
20/00785/FUL	Meadow View Stables Monks Hill Westbourne	Change of use of land for use as extension to Gypsy caravan site for the stationing of 6 additional caravans, including 3 pitches,	3
20/03164/FUL	Land East Of Monk Hill Monks Hill Westbourne	Change of use of land to 1 no. private gypsy and traveller caravan site consisting of 1 no. mobile home, 1 no. touring caravan, 1 no. utility dayroom	1
21/03135/FUL	Land Adjacent To 1 Newfields Newpound Wisborough Green	Change use of land to private gypsy and traveller caravan site consisting of 1 no. pitch	1

Appendix 2 – site sieving

Appendix 2A - Pitch Deliverability Assessment: sieving process in order to inform Adams Hendry capacity work

Excluded sites/sieved out

Ref	Site Address	Parish	PDA Capacity	Reason(s) for Exclusion	Commentary
PDA 3	The Hawthorns, Clayton Lane, Bracklesham Bay	East Wittering/Bracklesham	3	No scope to provide additional pitches in a manner which would comply with the proposed methodology for pitch provision.	This is quite an unusual site. It comprises a large bungalow (which appears to be officially effectively a day room), with an area of hardstanding to the front which is full of caravans. The site does not appear to be laid out in accordance with traditional conventions regarding pitch provision and there does not appear to be scope to provide additional pitches on the site in a conventional manner without demolishing the existing bungalow, which does not appear to be realistic. Therefore, it would not be suitable for testing using the proposed methodology, and may require a more bespoke approach.

PDA 4	Merston Pheantry (The Vardoe and Treetops), Bognor Road, Merston	Oving	0	No need/availability.	The PDA states that the owner of Merston Pheantry and the Vardo said he does not want or need any further pitches. The site is occupied by non-PPTS definition travellers.
PDA 5	The Willows, Clayton Lane, Bracklesham Bay	East Wittering/Bracklesham	1	No need on the site.	While a need was identified in the PDA, the subsequent GTAA identified no need.
PDA 6	Melita Nurseries	Sidlesham	1	Planning permission granted	Granted 21 January 2022.
PDA 14	Maytrees	Southbourne	2	No need on the site and clearly full.	While the PDA identifies a need for 2 pitches, the subsequent GTAA identifies a need of 0. In addition, the site is clearly full and has not additional capacity.
PDA 18	Plot B, Pond Farm, Newells Lane, West Ashling	Chidham and Hambrook	1	No need on the site. Site availability is also unknown.	While a need was identified in the PDA, the subsequent GTAA identified no need. Furthermore, the PDA states that it has not been possible to contact the site owner, meaning that the availability of the site in terms of providing additional pitches is not known.
PDA 20	Land south of Green Orchards, Inlands Road, Nutbourne	Southbourne	0	The site is no longer a gypsy and traveller site.	Consent has now been granted for the redevelopment of the site for housing - 21/03665/FUL.
PDA 21	The Paddock, Lane at Hopedene	Westbourne	7	Lack of clarity regarding site capacity.	This is quite a large site and while there is need being generated by the site, it is not clearly exactly whereabouts on the site it is coming from, making

					<p>it impossible to assess with certainty. More specifically, some of the pitches on the site a very crowded, others much less so. If the need pertains to the crowded pitches, then there is unlikely to be space on those pitches, whereas the less crowded pitches probably have more capacity, but it would be guesswork to make that assessment based on the information available.</p> <p>Furthermore, the PDA concludes that: However, at this stage it has not been possible to determine how many additional pitches could be accommodated on the site. Finally, it should be noted that this site is occupied by non-PPTS definition travellers.</p>
PDA 23	Littleacre, Keynor Lane, Sidlesham	Sidlesham	2	<p>No need identified in the new GTAA. Existing consent appears to set the site capacity.</p>	<p>The PDA is quite unclear regarding this site, it both identifies need, while also suggesting that the site owner is willing to make 2 pitches available as future supply. However, the GTAA now identifies no additional need on the site, and the existing consent appears to fill the site, meaning that on the face of it there is no</p>

					need nor scope for intensification (14/00884/FUL). However, it could be argued that there is spare capacity on the site which could count as future supply.
PDA 27	Meadow View Stable	Westbourne	3	Site currently at appeal (20/00785/FUL).	GTAA now only identifies need for 1 additional pitch.
PDA 29	Land south of the Stables, Scant Road East	Funtington	1	Uncertainty regarding need and availability of site.	7 pitches currently in use as storage according to GTAA, which means most of the site either isn't available or can be brought back into use in order to meet the need identified (2 pitches).
PDA 31	Pond Cottage, Plot A Pond Farm, Newells Lane, West Ashling	Chidham and Hambrook	1	Additional pitch needed presumably granted via 21/01714/FUL.	Consent granted in June 2022, and hence after the PDA and after the baseline information was collected for the new GTAA.

Sites included for further consideration

Ref	Site Address	Parish	PDA Capacity	Reason(s) for Inclusion/testing
PDA7 & PDA11	Tower View Nurseries North and South, West Ashling Road	Funtington	1 on PDA 7, and 1 on PDA 11	The Council is concerned about these sites, owing to them forming part of a large concentration of pitches. In addition, these sites don't appear to be occupied in accordance with the existing consents, though those do appear to underutilise the site. The GTAA also does indicate that there is need on the site. Consequently, on balance it is considered that the site is worthy of additional analysis, and assigning a number of additional pitches could have the benefit of regularising in a more appropriate way the current situation on the site. Assessing the sites would at least help to clarify their potential capacity vis-à-vis how they are currently being occupied.
PDA10	Connors, Scant Road East, West Ashling	Funtington	6	There is a previous refusal on the site concerning an increase in the number of caravans (19/02662/FUL). However, this was for a clearly a very cramped site, and was only refused on the basis of lack of information and hence it is considered that there may be merit in at least assessing whether a smaller increase in capacity would be appropriate. In addition, the site is generating need, which reinforces the view that on balance the site is worthy of at least being tested in order to establish if the need which is being generated can be met on site.
PDA12	Sunrise / Applecross (Adjacent to Southbourne Farm Shop), Southbourne	Southbourne	2	GTAA differs from the PDA in concluding that the occupants do not meet the definition. However, as the Council needs to address the needs of all travellers the site has still been assessed. The GTAA does identify need on the site. There has been a recent planning application on the site (19/00251/FUL), which was withdrawn, and it is understood that blocking of a public Right of Way next to the site was one of the main

				concerns with the application, and hopefully by assessing the site in more detail it will be possible to ascertain whether there is room to provide additional accommodation without blocking the ROW.
PDA17	Kia Ora Nurseries / Land East of Nutbourne Park	Southbourne	N/A	The site is undeveloped/unimplemented, and it is believed that the permission has lapsed. Given that consent is no longer in place the site would not be appropriate to count as a deliverable site, but given that permission has previously been granted on the site then it could be considered to be developable, and given that there appears to be space for more than the 2 pitches consented it was considered appropriate to test whether there was any additional capacity.
PDA19	Land at Lakeside Barn, Hunston Road	Hunston	4	This site has been tested for completeness but as includes a large paddock, there is clearly sufficient space for some additional pitches in order to meet the identified needs for the site.
PDA24	Land West of Harwood, Cemetery Lane, Woodmancote	Westbourne	N/A	The site is consented, and a start has presumably been made given the evidence of hardstanding on the site. Consequently, it isn't currently generating any need, and is considered to be supply of 5 pitches. The site has been tested in order to establish whether there is any capacity in order to provide additional pitches.
PDA25	Oakfield (Land east of Tower View Nursery)	Funtington	2	The GTAA echoes the PDA in terms of identifying a need for 2 pitches in relation to this site. There does not appear to be space on the site for additional pitches, but given that the site is generating need the site has been tested in order to check that assumption.
PDA33	Plot J, Pond Farm, Newels Lane, West Ashling	Chidham and Hambrook	2	The site is located within a Local Wildlife Site, and hence in general terms is unacceptable in principle. However, as consent has already been granted in this area, and there is an area of hardstanding, it is considered that it is prudent to check whether there is any additional capacity in relation to just the hardstanding area. The need identified for the site is 2 pitches,

				and it appears highly unlikely that can be met on the hardstanding area, but this has been tested in order to check that assumption.
PDA34	Greenacre, Cemetery Lane, Woodmancote	Westbourne	4	There is a need for 4 pitches established via the PDA and GTAA. Ordinarily the Council would not like to consolidate this large existing cluster of pitches, but given that the prospective occupants appear to already be doubled up on the adjacent public site, they are already in the area and as the proposed site is likely to be much more spacious, and would meet an identified need, it is considered appropriate to test the site in order to check that it has sufficient capacity to meet the need identified.

Appendix 2B - Call for sites: sieving process in order to inform Adams Hendry capacity work

Excluded sites/sieved out

Ref	Site Address	Parish	Proposed Capacity	Reason(s) for Exclusion	Commentary
BI01	Plot B, Land to the rear of Premier Business Park	Birdham	1	Enforcement action upheld at appeal – impact on AONB.	Appeal decision to uphold enforcement notice (Feb and May 2017). Planning application 21/00923/FUL (decline to determine, May 2021).
BI02	Plot C, Land to the rear of Premier Business Park, Main Road	Birdham	1	Enforcement action upheld at appeal – impact on AONB.	Appeal decision to uphold enforcement notice (Feb and May 2017). Planning application 21/00924/FUL (decline to determine, May 2021).
BI03	Plot A, Land to the rear of Premier Business Park, Main Road	Birdham	1	Enforcement action upheld at appeal – impact on AONB.	Appeal decision to uphold enforcement notice (Feb and May 2017). Planning application 21/00977/FUL (decline to determine, May 2021).
C01	Land north west of Newbridge Farm, Salthill Road	Chichester	4	Consented for 4 pitches.	Planning applications 19/02579/FUL (4 no. pitches – not determined) and 20/02009/FUL (3 no. pitches - refused) refer. Appeals allowed May 2022. Consequently, it is presumed that no further assessment of the site is needed.
CH01	Land adjacent Plot A, Pond Farm, Newells Lane	Chidham & Hambrook	2	Consented for 2 pitches	Planning application 21/02905/FUL refers. Consequently, it is presumed that

					no further assessment of the site is needed.
CH02	Land at Plot A, Pond Farm, Newells Lane	Chidham & Hambrook	1	Consented for 1 pitch	Planning application 21/01714/FUL refers. Consequently, it is presumed that no further assessment of the site is needed.
CH03	Land adjacent Paddock View, Drift Lane	Chidham & Hambrook	4	Planning refusal - impact on SAC, SPA and ecology. Wholly within Local Wildlife Site.	Planning application 21/01712/FUL (refused Feb 2022), no appeal lodged. The application was for only 2 pitches.
CH04	Land east of Paddock View, Drift Lane	Chidham & Hambrook	2	Planning refusal - impact on SAC, SPA and ecology. Wholly within Local Wildlife Site	Planning application 21/02052/FUL (refused Feb 2022), no appeal lodged. The application was for only 1 pitch.
CH05	Pond Farm North, Newells Lane	Chidham & Hambrook	3	Wholly within Local Wildlife Site.	No planning history identified. 12/00458/COU (Plot J allowed at appeal). 18/01225/FUL (Plot K refusal – encroachment into countryside along bridleway).
CH06	Newells Lane	Chidham & Hambrook	3	Planning refusal – unsustainable location, dominance/coalescence, impact on SPA, SAC and RAMSAR.	Planning application 20/03306/FUL (refused June 2021 – appeal in progress).
WE01	The Stables, Cemetery Lane	Westbourne	6	Planning refusal – dominance/coalescence, impact on SPA; Contaminated land	Planning application 21/00051/FUL (increase number of permitted caravans from 1 no. static and 1 no. tourer to 2 no. static and 2 no. tourers and retention of stable block - refused May 2022). Appeal lodged (December 2022). The

					application/appeal only relates to part of the site, but given that part of the site has been determined as being unacceptable it does not seem tenable to consider allocating the whole site.
WE02	Land west of Harwood, Cemetery Lane, Westbourne	Westbourne	20	Planning refusal – decision cites harm to the character of the countryside, unsustainable location.	Planning application 12/00910/FUL (refused May 2012, appeal dismissed Oct 2012). 7 chalets for tourism purposes. Given that decision, it would then seem untenable to allocate the site for considerably more gypsy and traveller pitches.
WE03	Hopedene, Common Road, Westbourne	Westbourne	1	Consented for 1 pitch	Planning application 20/00047/FUL refers (refused Jan 2021, appeal allowed Oct 2022. Consequently, it is presumed that no further assessment is needed.
WE04	Cemetery Lane South, Westbourne	Westbourne	4	Planning refusal - dominance/coalescence; Contaminated land Medium risk of surface water flooding.	Planning applications 15/00381/FUL (refused July 2015) and 14/03139/FUL (refused Dec 2014). This site is effectively part of a large unauthorised site, which has already been refused planning permission twice. Consequently, the planning history suggests that allocating the site for traveller pitches would be untenable.
WE05	Land at Monks Hill, Westbourne	Westbourne	1	Planning refusal – dominance/impact on	Planning application 20/03164/FUL refers (refused Aug

				community balance, urbanising, impact on SPA	21, appeal in progress). 22/01943/FUL (pending consideration). Given that the proposal has already been refused it does not appear appropriate to consider the site for allocation, and the current application and appeal will determine the suitability of the site.
WE06	Cemetery Lane North, Westbourne	Westbourne	4	Planning refusal – dominance, coalescence; Contaminated land.	Planning application 15/00381/FUL (refused Dec 2014). This site is effectively part of a large unauthorised site, which has already been refused planning permission twice. Consequently, the planning history suggests that allocating the site for traveller pitches would be untenable.

Sites included for further consideration

Ref	Site Address	Parish	Proposed Capacity	Reason(s) for Inclusion/commentary
BI04	Cherry West Meadow	Birdham	12	Given that permission has previously been granted on the site for one pitch, and there clearly appears to be space for some additional accommodation, it is considered that the site is worthy of further consideration.
EWB03	The Stables, Bracklesham Lane, Bracklesham	East Wittering & Bracklesham	2	Given that permission has previously been granted on the site for one pitch, and there clearly appears to be space for some additional accommodation it is considered that the site is worthy of further consideration.
HBI0028	Pinks Four, Bell Lane	Birdham	8	The site has been promoted via the HELAA and no obvious overriding constraints appear to have been identified as part of the assessment associated with that process. Consequently, it is considered worthy of further consideration.
HU01	Land south of Little Willows, Hunston Road	Hunston	3	Permission has been granted for a site immediately to the north of the site, and hence this suggest that the principle of development is likely to be acceptable in this location. Part of the site falls within a Local Wildlife Site. Ordinarily sites falling within that designation have been excluded from further assessment, but in this case on a very small part of the site. Therefore, the site is considered to be worthy of further consideration, but on the proviso that development would need to be kept out of the Local Wildlife Site, and a buffer is also likely to be required.

Appendix 2C – sieving of promoted travelling showpeople sites

Ref	Site Address	Parish	Proposed Capacity	Reason(s) for Exclusion/Inclusion	Commentary
EWB01	Land south of Tranjoeen, Bracklesham Lane, Bracklesham	East Wittering & Bracklesham	4	<p>Planning refusal – unsustainable location, impact on rural character and ecology/SPA;</p> <p>Partially within Flood Zone 2 and 3.</p> <p>Given the previous refusal, the site is not considered to be suitable for additional consideration at this stage.</p>	<p>Planning application 21/03213/FUL refers (single travelling showpersons site refused May 2022). 22/02444/FUL also refers (single travelling showpersons site pending consideration).</p> <p>While the previous refusal makes reference to the site being within a flood zone, this presumably only relates to a small part of the site on the eastern edge.</p>
EWB02	Five Paddocks Farm and Mans Rest, Bracklesham Lane	East Wittering & Bracklesham	5	<p>Given the previous consents granted at the site, and the obvious available space for more plots, the site is considered worthy of further consideration in order to establish its capacity. Flood risk is a definite concern with the site, but given the scarcity of alternatives, the site is still considered worthy of additional consideration in the event that the flood risk concerns can be addressed, for example via a rolling temporary permission.</p>	<p>There are 5 travelling showpersons plots consented (14/03861/FUL, 15/03539/FUL, 16/02434/FUL, 19/01582/FUL and 20/02299/FUL), with a further plot in a pending application (22/02136/FUL).</p> <p>The site is considered at risk of flooding in the future, but this mainly only pertains to the access and it is close to 100 years before the flood risk is likely to increase significantly. Consequently, on balance, it is considered that the flood risk doesn't necessarily constitute an overriding constraint, though this will require further consideration.</p>

Appendix 3 – Officer site assessments

Tower View Nurseries North and South, West Ashling Road



Site description

The site is part of a large cluster of pitches to the south of West Ashling Road. Funtington is located just to the north, and West Ashling to the north-east. The A27 is located just to the south. This site comprises two sites with a separate planning history, but which appear to be essentially one component of this much larger cluster and are in the same ownership. The site appears to be occupied by caravans in quite a high density formation, and is characterised by a high degree of hardstanding.

Planning history

This site has consent for 7 pitches across the two combined sites; Permission 06/03403/FUL is for 4 pitches on the southern part of the site, whilst 08/03702/FUL is for 3 pitches on the northern part of the site.

Need Level

The GTAA splits the sites in two, with 2 pitches being required in relation to the northern sites (1 current need, 1 5-year need), while for the southern site it's 4 pitches which are needed.

Commentary in relation to the Pitch Deliverability Assessment (PDA)

The PDA identifies few concerns with the site itself, though does note the concerns regarding the scale of the encampment in general in terms of the domination of the settled community. Some environmental concerns are identified, and also some issues with the access.

Commentary in relation to the Capacity Study (CS)

The CS notes that the site is not currently laid out as per the permission on the site. The result is that the permissions entail under-utilisation of the site in terms of density, while the actual current occupation appears to be characterised by an overly high density. The CS identifies some potential capacity, but only for 1 additional pitch within the site compared with current permissions. So while 7 pitches are consented on the site, the overall capacity would appear to be 8.

Commentary in relation to the new Local Plan

The site is situated within a large existing cluster of pitches, and consequently the landscape impact is unlikely to be significant. There also appears to be virtually no vegetation on the site and hence no clearance of trees or hedgerows would be required.

A key constraint is clearly the Strategic Wildlife Corridor (SWC) as referred to in the CS. This cuts across the site, and clearly it would be important to ensure that no future proposal would impact upon the SWC. However, given that the need relates to the site and there is a shortage of sites there are not likely to be any sequentially preferable sites. In addition, given the condition of the current site, reconfiguring it in order to comply with the site design policy actually may create an opportunity for biodiversity enhancement.

There are no specific flood risks associated with the site, this includes from groundwater, as shown in the SFRA Level 1.

The new pitches on the site would need to comply with the new site design policy in relation to gypsy and traveller pitches, and this would probably improve the condition of the site and deliver a better standard of accommodation.

Commentary in relation to Planning Policy for Traveller Sites (PPTS)

A key consideration in relation to PPTS is the requirement to meet identified needs, and there is currently a high need associated with this site. Consequently, as a general principle, from a need perspective it is likely to be beneficial to meet as much of the need as possible on this site. However, as has been set out above, the CS establishes that there is insufficient capacity in order to meet the needs on the site in an acceptable manner.

PPTS refers to the importance of ensuring peaceful and integrated co-existence between the site and the local community, and also ensuring that the scale of sites does not dominate the nearest settled community. The Council is very mindful of these requirements, and in general terms would not wish to support the expansion of existing large encampments. However, in this case, as the proposed occupants are already on the site, and overall, the level of occupation of the site would be reduced compared with the current high density of occupation, arguably this is not really an

intensification or expansion of the current site, rather a reconfiguration to bring the site in line with the new policy. Moreover, 1 additional pitch within the confines of the existing encampment, for need which is already on the site, it unlikely to materially impact upon the nearby settlement community.

PPTS also encourages the effective use of brownfield land, and as a consented site, that would appear to imply that this is brownfield land and hence it should be used effectively rather than left underutilised.

Conclusion

The decision in relation to this site is considered to be very finely balanced. On the one hand, the concerns about the scale of the current encampment is a very important consideration, and the Council does consider that there is already an overconcentration pitches this location.

However, this must be balanced against meeting identified needs, and in this case the prospective occupants are already part of this cluster and one additional consented pitch within the existing confines of the site is unlikely to have any material impact on the scale of the cluster, especially as it would appear to reduce the density of occupation which currently characterises the site.

Consequently, on balance, it is considered that the site in question can be expected to be suitable for very limited intensification for **1** additional pitch vis-à-vis the 7 pitches already consented. This is predicated on the site be laid out in a manner which accords with the new site design policy and in so doing improving upon the current situation.

Connors, Scant Road East, West Ashling



Site description

The site is part of a large cluster of pitches to the south of West Ashling Road. Funtington is located just to the north, and West Ashling to the north-east. The A27 is located just to the south. This site is next to the Tower View Nurseries North/South site referred to above. Currently there appears to be one pitch on the site laid out in a fairly conventional manner, but with caravans arranged in a much more high-density arrangement on the remainder of the site.

Planning History

08/00611/FUL - Use of land for extended settled gypsy accommodation comprising 3 no. mobile homes, 3 no. touring caravans and 3 no. utility blocks.

19/02662/FUL - Use of land for extended settled gypsy accommodation comprising 3 no. mobile homes, 3 no. touring caravans and 3 no. utility blocks - Variation on Conditions 2 and 4 of planning permission FU/08/00611/FUL - to increase the number of caravans to 12, including 11 no. static caravans/mobile homes.

Need level

There is currently a need for 1 pitch on the site and 2 more in the first 5 years.

Commentary in relation to the Pitch Deliverability Assessment (PDA)

The PDA identifies few concerns with the site itself, though does note the concerns regarding the scale of the Tower View Nurseries encampment generally in terms of the domination of the settled community. Some environmental concerns are identified.

Commentary in relation to the Capacity Study (CS)

Generally, the site assessment process has sieved out sites where permission for intensification has already been refused, and it is noted that there has been a recent refusal on the site. However, having looked at the site layout plan proposed that appeared to be effectively seeking to regularise the very high-density arrangement on the eastern side of the site, which is materially different from what would be expected if the site were to comply with the site design policy. In addition, the application which was refused appeared to essentially only be the basis of lack of information. Consequently, overall, consideration of a capacity based on the site design policy is considered appropriate.

The CS establishes that there is space on the site for 5 pitches in a manner which would accord with the site design policy. However, that would entail the re-configuration of the established pitch on the site, which does not appear realistic, and hence actually only the pitches on the eastern side of the site are considered to be achievable, meaning a net increase of only 1 pitch on the site.

Commentary in relation to the new Local Plan

The site is situated within a large existing cluster of pitches, and consequently the landscape impact is unlikely to be significant. There also appears to be virtually no vegetation on the site and hence no clearance of trees or hedgerows would be required.

A key constraint is clearly the Strategic Wildlife Corridor (SWC) as referred to in the CS. This cuts across a small part of the site, and clearly it would be important to ensure that no future proposal would have a detrimental impact upon the SWC. However, given that the need relates to the site and there is a shortage of sites there are not likely to be any sequentially preferable sites. In addition, given the condition of the current site, reconfiguring it in order to comply with the site design policy actually may create an opportunity for biodiversity enhancement.

There are no specific flood risks associated with the site, including from groundwater, as shown in the SFRA Level 1. However, it is noted that in relation to the most recent planning application there was concern in relation to pollution of groundwater protection zones, and that will remain a pertinent consideration in light of the relevant policy in the new Local Plan.

The pitches on the site would need to comply with the new site design policy in relation to gypsy and traveller pitches, and this would probably improve the condition of the site and deliver a better standard of accommodation.

Commentary in relation to Planning Policy for Traveller Sites (PPTS)

A key consideration in relation to PPTS is the requirement to meet identified needs, and there is need associated with this site. Consequently, as a general principle, from a need perspective it is likely to be beneficial to meet as much of the need as possible on this site. However, as has been set out above, the commentary above explains that there is insufficient capacity in order to meet the needs on the site in an acceptable manner.

PPTS refers to the importance of ensuring peaceful and integrated co-existence between the site and the local community, and also ensuring that the scale of sites does not dominate the nearest settled community. The Council is very mindful of these requirements, and in general terms would

not wish to support the expansion of existing large encampments. However, in this case, as the proposed occupants are already on the site, and overall, the level of occupation of the site would be reduced compared with the current high density of occupation, arguably this is not really an intensification or expansion of the current site, rather a reconfiguration to bring the site in line with the new policy. Moreover, 1 additional pitch within the confines of the existing encampment, for need which is already on the site, it unlikely to materially impact upon the nearby settlement community.

PPTS also encourages the effective use of brownfield land, and as a consented site, that would appear to imply that this is brownfield land and hence it should be used effectively rather than left underutilised.

Conclusion

The decision in relation to this site is considered to be very finely balanced. On the one hand, the concerns about the scale of the current encampment is a very important consideration, and the Council does consider that there is already an overconcentration pitches this location.

However, this must be balanced against meeting identified needs, and in this case the prospective occupants are already part of this cluster and one additional consented pitch within the confines of the existing site is unlikely to have any material impact on the scale of the cluster, especially as it would appear to reduce the density of occupation which currently characterises the site.

Consequently, on balance, it is considered that the site in question can be expected to be suitable for very limited intensification for **1** additional pitch vis-à-vis the 3 pitches already consented. This is predicated on the site be laid out in a manner which accords with the new site design policy and in so doing improving upon the current situation.

Oakfield (Land East of Tower View Nursery), West Ashling Road



Site description

The site is part of a large cluster of pitches to the south of West Ashling Road. Funtington is located just to the north, and West Ashling to the north-east. The A27 is located just to the south. This site is next to the Tower View Nurseries North/South site referred to above. Currently there appears to be two pitches on the site laid out in a fairly conventional manner, with hardstanding covering the remainder of the site which appears to be used as two additional pitches.

Planning history

14/01267/FUL - Provision of four mobile home pitches for occupation by gypsy/travellers (as defined in Planning Policy for Traveller Sites) and erection of three timber-clad utility buildings.

Need level

The PDA and GTAA both identify a need for two pitches, though the timing is slightly different. The more recent GTAA specifies that one pitch is needed immediately and 1 in the next 5 years.

Commentary in relation to the Pitch Deliverability Assessment (PDA)

The PDA identifies few concerns with the site itself, though does note the concerns regarding the scale of the Tower View Nurseries encampment generally in terms of the domination of the settled community. Some environmental concerns are identified.

Commentary in relation to the Capacity Study (CS)

The PDA appears to suggest that the 2 additional pitches needed can be accommodated on the site, and hence this has been tested via the CS. The CS confirms that there is not scope for additional pitches.

Consequently it is considered that there is no merit in considering the site in light of the new Local Plan or PPTS.

Conclusion

There is clearly not capacity for additional pitches on the site vis-à-vis the 4 already consented.

Sunrise / Applecross (Adjacent to Southbourne Farm Shop), Southbourne



Site description

The site is located adjacent to the 259 on the edge of Southbourne, in a gap between a row of residential properties and a farm shop. There is a hedgerow along the frontage with the road, and a public Right of Way (RoW) running along the side of the site.

Planning history

The original planning permission is 09/04908/FUL, and appears to be for just one pitch. A subsequent application for another pitch was withdrawn (19/00251/FUL).

Need level

2 pitches are needed, 1 immediately, and 1 in the first 5 years. The site is being occupied by non-travellers (as set out in the GTAA), but their needs still have to be met and hence the site capacity has been tested in the same way as other sites.

Commentary in relation to the Pitch Deliverability Assessment (PDA)

The main issues which are identified in respect of the PDA is that the site is located within the AONB and that the public RoW has been 'informally' redirected, and this issue appears to have been a significant problem in relation to the recent application referred to above.

Commentary in relation to the Capacity Study (CS)

The CS demonstrates that there is sufficient space for 1 additional pitch at the rear of the site regardless of whether the original or re-directed route of the RoW is assumed.

Commentary in relation to the new Local Plan

Given the location of the site within the AONB the impact on the natural landscape is clearly an important consideration. However, given that the additional pitch would be within the confines of the existing site, with other buildings all around it, the landscape impact and effect on the openness of the AONB is likely to be minimal. The area at the back of the pitch is also already given over to hardstanding and hence is not likely to necessitate the loss of trees or vegetation.

The site is not at significant risk of flooding. 3% is potentially at risk of surface flooding, but such a small risk does not impact upon the principle of the development. The site is potentially at risk of groundwater flooding, like most sites in the southern plan area. However, in relation to the exception test criteria, this site is highly likely to be the most sustainable option for meeting the need identified, as the site itself is in a sustainable location and the site allows for the need to be met on the site on which it is being generated. In addition, groundwater is generally not a difficult flood risk to mitigate, and the main risk is typically associated with basements, which clearly won't be the case with a traveller site, indeed, the caravans will be stationed above ground level.

The new pitch on the site would need to comply with the new site design policy in relation to gypsy and traveller pitches.

Commentary in relation to Planning Policy for Traveller Sites (PPTS)

As the site is occupied by non-travellers PPTS is technically not relevant. However, in light of the Lisa Smith judgement it may be prudent to still consider the site in light of the relevant considerations. A key consideration in relation to PPTS is the requirement to meet identified needs, and there is currently a need associated with this site. Consequently, as a general principle, from a need perspective it is likely to be beneficial to meet as much of the need as possible on this site. However, as has been set out above, the CS establishes that there is insufficient capacity in order to meet the needs on the site in an acceptable manner.

PPTS also encourages the effective use of brownfield land, and as an area of hardstanding within a consented site, that would appear to imply that this is brownfield land and hence it should be used effectively rather than left underutilised.

Conclusion

Given that there is need pertaining to the site and there is clearly space for 1 additional pitch at the rear of the site it appears reasonable to assume that the site could be intensified for the provision of 1 additional pitch. However, it would be important to ensure that the public RoW issue is resolved, and the CS indicates that there is space for an additional pitch even if the original line of the RoW needs to be restored. This is predicated on the site be laid out in a manner which accords with the new site design policy.

Kia Ora Nurseries/Land East of Nutbourne Park



Site description

The application site consists of a roughly square and flat plot of land, which apparently previously contained a small agricultural building. The site boundaries are defined by tall hedging and trees. Access to the A259 is by means of the same access as that to the Nutbourne Caravan Park. The site is described in the planning application for two pitches in 2012 as being overgrown and untidy. Residential properties flank the site to the north and west, with an arable field to the south and east.

Planning history

Consent granted in 2012 on appeal for 2 pitches (12/02077/FUL). Permission has now lapsed.

Need level

None as the site has not been developed or occupied. The site has been assessed with a view to maximises potential sources of supply.

Commentary in relation to Pitch Deliverability Assessment (PDA)

Only a very limited commentary is provided, which is reflective of the fact that the site is unimplemented. The PDA notes the location of the site within the AONB. However, given that consent has already been granted this is presumably not an overriding constraint.

Commentary in relation to Capacity Study (CS)

The CS establishes that it is not possible to fit additional pitches onto the site in a manner which would accord with the site design policy. Consequently, the site has not been subject to any further consideration.

It should also be noted that the site is identified in the new SFRA as being susceptible to groundwater flooding (affecting 36% of the site), which would undermine the principle of development and could actually reduce capacity.

Conclusion

While the principle of pitches on this site has been established via the previous consent, this has now lapsed and the CS demonstrates that it is not possible to increase the potential capacity of the site for additional pitches. Given that consent was granted almost 10 years ago and has never come forward it is unlikely to be valid as a source of supply, particularly for the first 5 years of the plan period.

Land at Lakeside Barn



Site description

The site is located on the western side of West Trout Lake and the east off Hunston Road (B2145). The site is bounded by a large electricity sub-station to the south of the paddocks to the north. The site is accessed from a gated entrance at the northwest corner of the site, with a long part gravelled, part metalled road, leading to a car part servicing 3 mobile homes. The majority of the site is used as a paddock, and there a number of outbuildings on the edge of the site.

Planning history

This site has an existing consent for 3 pitches (13/03158/FUL). The description refers to the site as being for settled accommodation. However, the GTAA lists the site occupants as meeting the PPTS definition.

Need level

The GTAA that there is an immediate need for 4 pitches in relation to the site.

Commentary in relation to the Pitch Deliverability Assessment (PDA)

The PDA identifies the site as being within Flood Zone 2. However, the site has been screened as part of the Strategic Flood Risk Assessment process and established as being entirely within Flood Zone 1 and is also not particularly susceptible to other sources of flooding (4% of the site is at risk of surface water flooding). The site is potentially at risk of groundwater flooding, like most sites in the southern plan area. However, in relation to the exception test criteria, this site is highly likely to be the most sustainable option for meeting the need identified as the site allows for the need to be met on the site on which it is being generated. There is also a bus stop just to the south-west of the site. In addition, groundwater is generally not a difficult flood risk to mitigate, and the main risk is typically associated with basements, which clearly won't be the case with a traveller site, indeed, the caravans will be stationed above ground level.

Commentary in relation to the Capacity Study (CS)

The CS confirms what is fairly obvious from the site plan, namely that there is ample space for the additional pitches needed to be provided on the site.

Commentary in relation to the new Local Plan (LP)

Landscape impact is a concern to a certain extent, and the Council would be concerned about any encroachment into the countryside. However, it would appear that there are likely to be ways in which additional pitches could be provided in a manner which would consolidate the existing cluster of pitches, which is considered to mitigate the concerns regarding landscape impact.

A key constraint is the Local Wildlife Site, however, this only skirts around the edge of the site and there are already buildings within the designated area. Any new pitches would appear to inevitably end up being located further away from the Local Wildlife Site than some of the current buildings and there is ample space for buffering even if that were considered to be needed.

Biodiversity net gain would need to be achieved, and it would appear that sufficient space would be left over for this to be potentially achievable on-site. The provision of the 4 pitches would also not appear to result in the need for any significant clearance of trees and vegetation.

The new pitches on the site would need to comply with the new site design policy in relation to gypsy and traveller pitches. Moreover, it will be important to ensure that the site does not become excessively large, and hence there are likely to be limits to much additional intensification of the site will be appropriate.

Commentary in relation to Planning Policy for Traveller Sites (PPTS)

A key consideration in relation to PPTS is the requirement to meet identified needs, and there is currently a need associated with this site. Consequently, as a general principle, from a need perspective it is likely to be beneficial to meet as much of the need as possible on this site.

PPTS emphasises the need for Local Authorities to very strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. This is quite a rural site, which would be a concern in that regard if consent had not already been granted, but given that the principle has already been established, the nature of the location does not appear to be an overriding constraint.

PPTS also requires that sites must not dominate the nearest settled community. There are a number of residential properties to the north east, but the site is not immediately next to them. It is considered that 4 additional pitches would be unlikely to dominate the nearest settled community, though were this site to be significantly intensified/expanded then this could be concerning in terms of the impact on the settled community in the vicinity.

Conclusion

Given that there is immediate need derived from the site and ample space for additional pitches it is considered relatively straightforward to recommend that the site is suitable for additional pitches in order to meet identified needs.

Land West of Harwood



Site description

The site lies on the northern side of Cemetery Lane. The general area is mainly open farmland but, to the east along Cemetery Lane, beyond an open field, is a ribbon of residential development behind which is an agricultural contractor's site. To the west is a travelling show person's plot (Ten Acres) and beyond this is a Council owned gypsy site with 17 permanent and 2 transit pitches. On the southern side of Cemetery Lane, slightly to the east of that gypsy site, is a cemetery with a small chapel and a dwelling. The western part of Cemetery Lane between Foxbury Lane and the gypsy site is metalled. Further to the east it is unmade until just before it meets South Lane.

The site itself, which is part of a larger field of rough pasture in the appellant's ownership, is bounded by tall conifers on the western boundary with The Old Army Camp and there is a high native species hedge along the southern boundary with Cemetery Lane. An electricity power line crosses the southern part of the site on a roughly north-south line.

Planning history

Permission was granted on appeal for 5 pitches 2016 - WE/14/01217/FUL.

Need Level

None as the site is not currently occupied, nor does the prospective occupants appear to have been identified (in which case it might have been possible to establish whether any additional need may have been likely in connection with the site).

Commentary in relation to the Pitch Deliverability Assessment (PDA)

The PDA provides only a limited assessment of the site, largely owing to the fact that while it appears to have been implemented, it hasn't been fully developed or occupied. There are no significant problems identified with the site.

Commentary in relation to the Capacity Study (CS)

This site was tested in order to check whether there was any additional capacity available on the site, however, the CS clearly indicates that there is no potential to provide additional pitches on the site in an acceptable manner. Consequently, the site has not been subject to any additional consideration.

Conclusion

It is clear from the capacity study that there is no capacity to provide additional pitches on the site in an acceptable manner, vis-à-vis the 5 consented.

Plot J, Pond Farm, Newells Lane, West Ashling



Site description

The site lies within an area of land south of the A27, adjoining Newells Lane to the east and Drift Lane to the south. The site falls within Site of Nature Conservation Importance (SNCI). The site is one of a cluster of traveller pitches within what is collectively known as Pond Farm. The site is known as Plot J, and while the site itself is fairly large, it is presumed that only the existing area of hardstanding is a reasonable option in terms of providing an opportunity for additional pitches, as the rest of the site needs to be protected owing to its ecological importance.

Planning history

A temporary permission was originally granted on appeal, 12/00458/COU, and then later made permanent - 16/02894/FUL.

Need Level

The GTAA records that the level of need associated with the site is 3 pitches, flowing from in-migration. The PDA reports a slightly lower level of need, only 2 pitches, of which only 1 was current need.

Commentary in relation to the Pitch Deliverability Assessment (PDA)

The PDA identifies various concerns regarding the site, particularly the environmental concerns regarding ecology, noise impacts in relation to the adjacent A27 (in respect of which there is no noise barrier), impact on the countryside and highways impacts. The PDA concludes that the owner of the site considers that sufficient land is available in order to meet the need levels associated with the site.

Commentary in relation to the Capacity Study (CS)

The CS demonstrates that there is insufficient space within the hardstanding area in order to provide for additional pitches. Consequently, the site has not been subjected to any additional consideration.

Conclusion

Owing to the environmental sensitivity of the site, it is considered that only the existing hardstanding area has any potential for being an acceptable location for additional pitches. The CS has established that it is not possible to provide additional pitches in that location in an acceptable manner.

Greenacre



Site description

The application site is located within the Parish of Westbourne, to the east of the village. To the south of the site is the WSCC Gypsy and Travellers site, with open countryside beyond. To the north and west is open agricultural land, on which are a number of trees that offer some screening of the site. To the east is the remaining part of the land known as the Old Army Camp.

Access is achieved via an existing track which leads into the site from Cemetery Lane, currently serving an existing travelling showpersons site and the rest of the brownfield site. Much of the current site is given over to grazing for horses, though with elements of hardstanding. A post and rail fence defines the northern boundary.

Planning history

The site has planning permission for two pitches (16/03454/COU), with the rest of the site given over to paddock.

Need Level

4 in immediate need.

Commentary in relation to the Pitch Deliverability Assessment (PDA)

The PDA identified few concerns regarding the site in terms of constraints or potential detrimental impacts. There is limited access to public transport, but given that this is already an authorised site, and there a large number of other authorised pitches in the vicinity, this is not considered likely to be an overriding constraint. The PDA indicates that the need in relation to this site relates to adult

children of the site owners living on the neighbouring public site. Consequently, this site provides an important opportunity to address that need and provide them with more spacious accommodation.

Commentary in relation to the Capacity Study (CS)

The CS clearly demonstrates that there is ample space to provide additional pitches on the site, up to 6. However, the CS does highlight that delivering that level uplift in full would lead to conflict with the Strategic Wildlife Corridor (SWC) along the western side of the site. It would certainly be important to protect the integrity of the SWC and hence pitches in that location should be avoided. That would reduce the level of capacity to only 4, all of which would be outside of the SWC.

Commentary in relation to the new Local Plan (LP) and Neighbourhood Plan

Landscape impact/development in the countryside is a concern to a certain extent, and the council would be concerned about any encroachment into the countryside. However, the site would appear to effectively involve the squaring-off of an existing cluster of pitches, which is considered to mitigate the concerns regarding landscape impact.

A key constraint is clearly the Strategic Wildlife Corridor as referred to above. The CS establishes that there is space available outside of the corridor for 4 pitches, and it is considered that only those 4 pitches are acceptable in relation to the SWC. The additional two pitches on the western side would appear to require the hedgerow to be removed which would clearly be detrimental to the SWC and hence unacceptable.

Biodiversity net gain would need to be achieved, and it would appear that sufficient space would be left over for this to be potentially achievable on-site. The provision of the 4 pitches on the eastern side would also not appear to result in the need for any significant clearance of trees and vegetation.

There are no significant flood risks associated with the site, only a very small amount of surface water flooding (2% of the site is affected). The site is potentially at risk of groundwater flooding, like most sites in the southern plan area. However, in relation to the exception test criteria, this site is highly likely to be the most sustainable option for meeting the need identified, as the site allows for the need from the adjacent public site to be consolidated on this site and potentially free up space for those who cannot afford to buy their own pitch. In addition, groundwater is generally not a difficult flood risk to mitigate, and the main risk is typically associated with basements, which clearly won't be the case with a traveller site, indeed, the caravans will be stationed above ground level.

The new pitches on the site would need to comply with the new site design policy in relation to gypsy and traveller pitches.

The community balance policy in the Westbourne Neighbourhood Plan is also recognised, and this is interpreted as meaning that in general terms the intensification of this large cluster would not be acceptable. The current cluster of pitches is already likely to be considered an over-concentration, and this will need to be balanced against the needs of the occupants and lack of alternative provision available for them. In addition, the intensification of this site would relate well to some of the provisions of the community balance. The occupants are already on the neighbouring public site and so have a local connection. In addition, relocating them to this site is likely to provide them with more amenity space than is currently the case.

Commentary in relation to Planning Policy for Traveller Sites (PPTS)

A key consideration in relation to PPTS is the requirement to meet identified needs. In the case of this site, it has been established through the GTAA that there is need in relation to this site flowing from the neighbouring public site (adult children in need of their own pitches). Consequently, it is considered that as a general principle it would be important for these needs to be met, and the proposed location has been identified as deliverable, and would appear to be the most suitable option available for their accommodation.

Conversely, PPTS refers to the importance of ensuring peaceful and integrated co-existence between the site and the local community, and also ensuring that the scale of sites does not dominate the nearest settled community. The council is very mindful of these requirements, and in general terms would not wish to support the expansion of existing large encampments. However, in this case, as the proposed occupants are already on the neighbouring site, and the proposal would involve development within the confines of the existing planning permission area, it is considered unlikely to have a material detrimental impact on the local community through increases in the level of occupation or scale of the site. Moreover, as the proposed occupants are 'doubled up' on an existing site and in need of accommodation, their personal circumstances would be likely to weigh in favour of any future planning application pertaining to the site.

Conclusion

The decision in relation to this site is considered to be very finely balanced. On the one hand the NP policy regarding community balance is a very important consideration, and the council does consider that there is already an overconcentration pitches this location.

However, this must be balanced against meeting identified needs, and in this case the prospective occupants are already part of this cluster, and hence arguably meeting their needs on a more spacious site is just a more appropriate method of accommodating the existing site occupants, rather than being an expansion of the cluster. In addition, there does not appear likely to be any significant harm flowing from the intensification of this site.

Consequently, on balance, it is considered that the site in question can be expected to be suitable for intensification in order to meet the identified need pertaining to it.

The Stables, Bracklesham Lane, Bracklesham



Site Description

The site is located within a rural location and opposite a ribbon of residential properties positioned to the east of Bracklesham Lane (also known as the B2198). There is also further scattered residential development located to the south of the site, in Clayton Lane, together with the siting of two further gypsy sites. To the north is situated a row of travelling showpeople plots. Open flat countryside is evident to the north and west of the appeal site. The site is adjacent to Bracklesham Lane, with considerable vegetation along the frontage. The site is predominantly grassland but with a hard surfaced area for the stationing of caravans, car parking and recreational space. The site is an established traveller pitch, including a large day/utility building. Currently there appears to be some open storage on the site of the proposed pitches, though presumably that is capable of being removed or relocated.

Planning history

Permission for the use of the site as a gypsy and traveller pitch was granted retrospectively on appeal in 2010 (09/07501/FUL). Subsequently, a variation to the permission, for a larger utility/day room, was also granted on appeal, (17/03152/FUL).

Need level

The site is listed within the GTAA as being undetermined (refusal to be interviewed), and hence no need has been established in relation to the site, which is not necessarily to say that there is no need associated with the site.

Commentary in relation to the call for sites site assessment (CfSSA)

The CfSSA does not identify any significant concerns regarding the site. The site receives an amber score in the RAG assessment for habitat designations, however, this appears to be a concern/score

which relates to the need for all development near the coast in this area and can be addressed as part of any future planning application (by complying with the general policy requirements in this regard). There is an amber score for the relationship with the surrounding area and neighbouring properties, however, no overriding concerns appear to have been identified in the commentary, just the need for some more screening. The site receives an amber score for infrastructure and utilities, but again, no significant concerns appear to have been identified in the commentary.

Commentary in relation to the Capacity Study (CS)

The CS concludes that there is space for 2 pitches in the undeveloped area to the north of the existing pitch.

However, that would appear to mean that the additional pitches would be very hard up to the northern boundary, which could impact upon the hedgerow in that location. It is also not clear from the capacity exercise whether sufficient space would be afforded for vehicle turning or the additional screening referred to in the RAG assessment.

Consequently, while there does appear to be space in theory for 2 pitches, this seems to be quite tight and hence only 1 pitch is considered sufficiently likely to be acceptable at this stage. There may be the potential to provide an additional pitch, but that would need to be demonstrated via a planning application.

Commentary in relation to the new Local Plan (LP)

Landscape impact/encroachment into the countryside would be a significant concern, however, it appears the additional accommodation proposed would effectively be limited infill within an existing row of pitches/plots. As has already been referred to above, the provision of two proposed pitches would appear to put pressure on the hedgerow along the northern boundary and if its retention were to be jeopardised that would appear to create a conflict with the new Local Plan.

The site is not within a current or future flood risk zone in terms of fluvial, tidal flooding or surface water flooding. The site is potentially at risk of groundwater flooding, like most sites in the southern plan area. However, in relation to the exception test criteria, this site is highly likely to be the most sustainable option for meeting the need identified, as the site itself is in a relatively sustainable location, close to East Wittering/Bracklesham, with a bus stop next to the site, and there is also a lack of alternative sites. In addition, groundwater is generally not a difficult flood risk to mitigate, and the main risk is typically associated with basements, which clearly won't be the case with a traveller site, indeed, the caravans will be stationed above ground level.

There would be various policy requirements in relation to environmental designations along the coastline, however, these can be addressed via planning applications.

The new pitches on the site would need to comply with the new site design policy in relation to gypsy and traveller pitches.

Commentary in relation to Planning Policy for Traveller Sites (PPTS)

There is no specific need associated with the site, so the contribution towards meeting needs is a general one as opposed to being specific to this site. PPTS seeks to restrict development in open countryside, and ensure that there is no domination of the settled community in terms of scale. In terms of the open countryside aspect of this requirement, the site is not particularly rural, and given that consent has already been granted for this site and a number of other pitches/plots in the immediate vicinity, the rural nature of the site isn't likely to be an overriding constraint. This site is part of a growing cluster of gypsy and traveller pitches and travelling showpeople plots, and consequently the scale of this in relation to the settled community is becoming a concern. However, the scale of this cluster is significantly less than some of the existing very large encampments in the district around Westbourne and West Ashling, though the council certainly wouldn't want to see it expanded to become anywhere near as large as those existing encampments.

So overall, the scale of this cluster could certainly become concerning if any significant expansion were to take place, however, infilling within in it is less concerning. As a counterpoint to the above, as the site is consented, intensifying the use of the site would be consistent with the requirement to make effective use of land.

Conclusion

The site has been promoted for 2 pitches, and there do not appear to be any overriding constraints which would prevent at least 1 additional pitch being provided on the undeveloped northern part of the site. However, the provision of 2 pitches would appear to be very tight, and it is difficult to be confident that 2 additional pitches could be provided in an acceptable manner, and consequently, intensification for only 1 additional pitch is considered most appropriate.

The cumulative growth of this wider cluster of pitches and plots is becoming concerning, and will need to be carefully managed in order to ensure that it doesn't become excessively large.

Land South of Little Willows

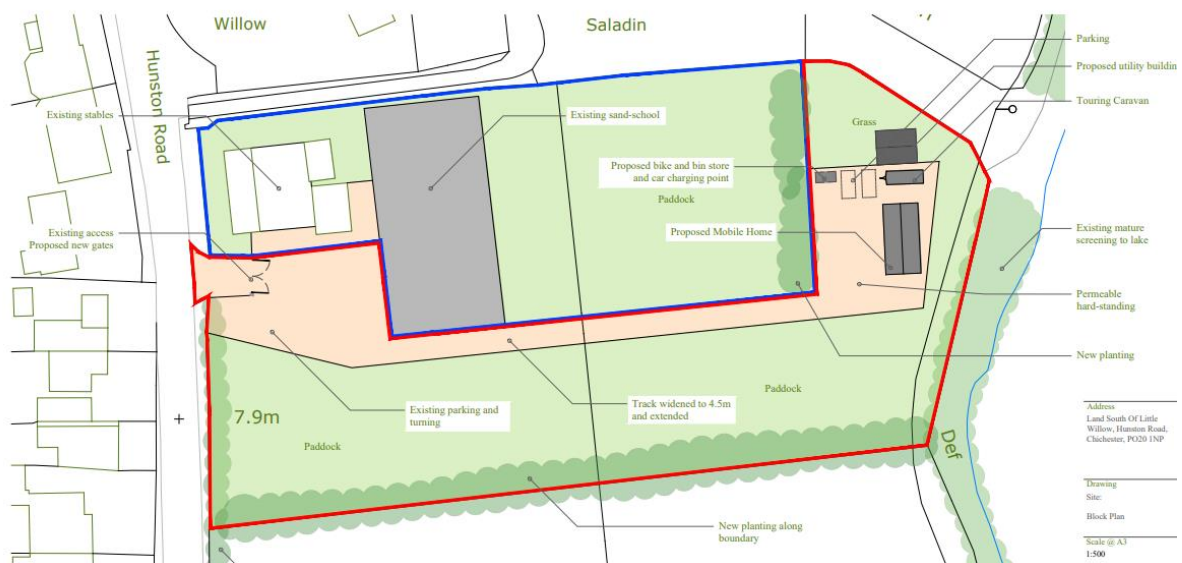


Site description

The site forms undeveloped grassland within a flat coastal plain. The land is undeveloped, rural and exposed due to its flat topography. The land is currently grazed by horses and there is a stables and menage to the north. To the east lies lakes. There are neighbouring properties to the north and west. To the north lies the access that serves Little Willow, Partney and Saladin. The west, east and north boundaries are defined natural vegetation.

Planning history

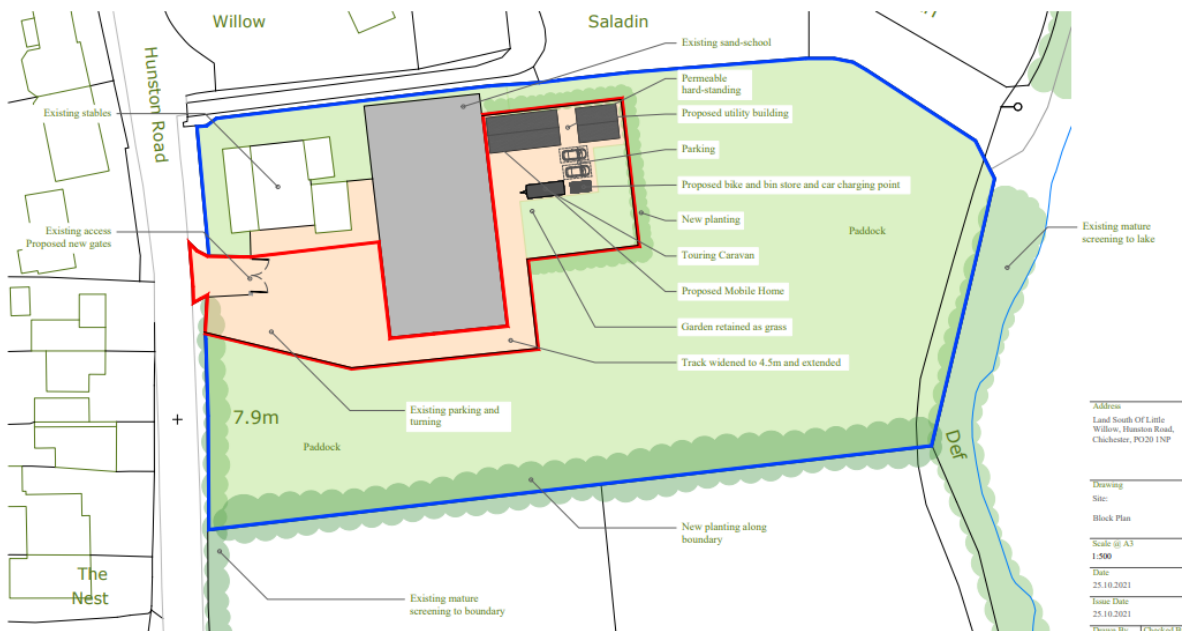
There is a previous refusal on the site for a single pitch (20/03163/FUL).



This application was refused for the following reasons:

- The proposal by reason of its; siting, layout, driveway siting and length, reliance on hardstanding would result in a development that would appear noticeably urban to a degree that would be visually harmful to the prevailing open and undeveloped character that would represent an unacceptable and unjustified encroachment into the rural area, segregating a wider parcel of currently undeveloped Greenfield land and eroding the open, flat and rural character of the site and surroundings.
- By virtue of the siting, layout, dominance of hardstanding, driveway, means of enclosure and the lack of soft landscaping, amenity space and the likely reliance on hardstanding, the proposal would result in a poorly designed layout which would be harmful to the future occupiers. This would result in an environment that would be unacceptable for future occupiers.
- The other reasons for refusal were general reasons pertaining to lack of information regarding the impact on nearby ecological designations along the coast and would have been capable of being addressed.

A subsequent application for a single pitch was approved, this involved bringing the pitch more within the existing cluster of equestrian related buildings (21/03138/FUL).



Need Level

The GTAA doesn't record any need in relation to the site.

Commentary in relation to the call for sites site assessment (CfSSA)

The site receives a red for ecological impacts as it contains part of Local Wildlife Site (LWS). Any site which is wholly within a LWS has generally been sieved out, however, in this instance the LWS only encompasses the very edge of the site and there would be plenty of space to provide some pitches without impacting on the LWS and while also maintaining a healthy buffer.

The site receives an amber score in relation to the impact upon the character of the area and relationship with neighbouring properties. However, the commentary appears to suggest that this could be mitigated by additional screening. The site also receives an amber score in relation to infrastructure and utilities, but the commentary does not identify any overriding constraints in this regard.

Commentary in relation to the Capacity Study (CS)

The CS has established that there is theoretically sufficient space for 7 pitches within the site area. However, it acknowledges that there are constraints in relation to the LWS which might lower the realistic capacity of the site, probably by 2 pitches.

Commentary in relation to the new Local Plan (LP)

Based on the planning application at the site which was previously refused (20/03163/FUL), the key issues in relation to reconciling the potential allocation of the site with the new Local Plan would be in relation to the impact on the character of the area/development in the countryside. Given that one pitch was considered to be contrary to the current adopted Local Plan policy it would seem very difficult to reconcile 3 or more pitches with the relevant policies in the new Local Plan, as they contain essentially the same requirements.

The previous refusal referred to the unacceptable nature of the design of the proposed pitch and the consequent unacceptable standard of amenity for residents. It is considered likely that ensuring adherence with the new site design policy would imply that such concerns could theoretically be addressed. Though conversely, a greater number of pitches is likely to entail greater amounts of hardstanding etc. which would suggest that it could well still be difficult to overcome the previous reason for refusal in this regard.

Commentary in relation to Planning Policy for Traveller Sites (PPTS)

There is no specific need associated with the site, so the contribution towards meeting needs is a general one as opposed to being specific to this site. Nevertheless, the contribution of 3 – 5 pitches would certainly be a meaningful contribution towards meeting the level of need identified.

PPTS seeks to restrict development in open countryside, and ensure that there is no domination of the settled community in terms of scale. In terms of the open countryside aspect of this requirement, the site is fairly rural, though given that consent has already been granted immediately to the north the rural nature of the site isn't necessarily an overriding constraint, though as has been noted above, the rural nature of the site does create significant problems in terms of the impact of any proposal on the character of the area. There is an existing pitch consented immediately to the north, and the Lakeside Barn site in close proximity to the south, and consequently the number of pitches in this locality in relation to the settled community could easily escalate and become a significant concern, especially as there is a large expanse of land between this site and the Lakeside Barn site, all of which could theoretically be subject to applications for pitches.

Conclusion

The decision as to whether to allocate this site is considered to be finely balanced. Given the level of need and the meaningful contribution this site could make towards meeting this need, there are strong grounds for allocating the site. However, ultimately the key consideration is deemed to be the relationship with the previous refusal pertaining to the site. It is vital that a consistent approach is taken, and to refuse 1 pitch in that location owing to the impact on the character of the area, but then allocate 3 pitches would appear highly inconsistent and hence on balance it is concluded that this site should not be allocated.

In addition, allocating this site could create the potential for a sizeable number of pitches in this location, as there is a relatively large area of paddocks in this vicinity, which could all be suitable in theory for pitches. Consequently, over time there would be the potential for a large number of pitches to be provided in this location, which could ultimately dominate the settled community. This is essentially a precedent argument in some respects, and hence is not the overriding rationale for the conclusion set out above; in this regard the previous refusal is considered to be the key arbiter in the decision-making process.

Cherry West Meadow/Cowdry Nursey



Site description

The site is on the edge of Birdham, and forms part of the former Cowdry Nursery. There is a consented traveller pitch located in the centre of the site, set back somewhat from Siddlesham Lane. Within the site there is an area which appears to be given over to the storage of motor vehicles. There is also a significant amount of trees and vegetation within the site area. The surrounding land uses are residential to the south, north and west, and the other land uses in the vicinity are agriculture and horticulture. There is a public footpath just to the south of the site, linking it with the main part of the village.

Planning history

The site has consent for one pitch, granted at appeal (11/05313/FUL).

Need level

The site falls within the undetermined category, and it appears that it has not been possible to interview the site occupants, meaning that no need has been identified in relation to the site, though that is not to say that there is no need pertaining to the site. Based on the information provided by the applicant (who appears to be the occupant of the site) at the time of the planning application in 2011, there may well be no current need flowing from the site, as the information provided at that time suggest that the occupants are a mature couple, with only one daughter who was already grown up at that time and travelling elsewhere.

Commentary in relation to the call for sites site assessment (CfSSA)

The RAG assessment does not identify any overriding constraints to the provision of more pitches on the site. There appear to be some issues regarding contaminated land, but it is likely these could be overcome as part of any future planning application process, subject to the provision of sufficient information. There also appear to be some ecological constraints, and while these wouldn't necessarily be overriding constraints they could impact upon capacity and would require ecological information and mitigation measures to be addressed as part of any future planning application. The site is not particularly good in accessibility terms, however, the main part of the village is accessible via the public right of way to the south of the site, and given that consent has already been granted for one pitch, this is not likely to be an overriding constraint.

Commentary in relation to the Capacity Study (CS)

The site has been promoted for 12 pitches, and the CS clearly shows that such a yield in terms of additional pitches would be completely inappropriate. The CS shows that the site does have the potential to yield 3 additional pitches (on top of the existing pitch already consented). However, it is clearly from the analysis conducted that the provision of three additional pitches would be difficult to deliver in terms of reconciling that with the existing pitch already on the site, and without requiring significant vegetation clearance. Consequently, only one additional pitch appears likely to be realistic.

Commentary in relation to the new Local Plan (LP)

The main issues are likely to be in relation to landscape impact, development in the countryside and impact upon vegetation. It does not appear possible to provide a significant number of additional pitches at the rear of the site without creating a conflict with the policies referred to above, though a single pitch on the eastern side adjacent to Siddlesham Lane would be less likely to be problematic.

Extensive clearance of vegetation could also be problematic from an ecological perspective and in terms of being able to achieve the necessary level of biodiversity net gain.

The new pitches on the site would need to comply with the new site design policy in relation to gypsy and traveller pitches.

The site is potentially at risk of groundwater flooding, like most sites in the southern plan area. However, in relation to the exception test criteria, this site is likely to be the most sustainable option for meeting the need identified, as there are no other sites available, and the site itself is in a relatively sustainable location. In addition, groundwater is generally not a difficult flood risk to mitigate, and the main risk is typically associated with basements, which clearly won't be the case with a traveller site, indeed, the caravans will be stationed above ground level.

Commentary in relation to Planning Policy for Traveller Sites (PPTS)

There is no specific need associated with the site, so the contribution towards meeting needs is a general one as opposed to being specific to this site. Nevertheless, the proposed contribution of 12

pitches proposed would certainly be a very meaningful contribution towards meeting the level of need identified, though as has been stated above, that appears to be out of the question in reality. The maximum realistic capacity of 3 additional pitches would also be a meaningful contribution, though those benefits are considered to be outweighed by the detrimental impact upon the environment and character of the area, which has been referred to above, and this is an issue which is also covered by PPTS, which seeks to restrict the impact of new pitches on the character of the countryside.

PPTS seeks to ensure that there is no domination of the settled community in terms of scale. The provision of the 12 pitches proposed could have the effect. However, 3 pitches, or the more realistic 1 additional pitch would appear very unlikely to have that outcome.

Conclusion

For the reasons set out above, it would appear that the 12 pitches promoted would be completely unacceptable. The capacity study has shown that 3 additional pitches (on top of the pitch already consented) is achievable in purely spatial terms. However, that would create significant problems in terms of having to reconfigure the site and in terms of having detrimental impacts upon the character of the area and loss of vegetation. Therefore, 1 additional pitch on the open part of the site (which appears to be a paddock) adjacent to Siddlesham Lane seems to be the most realistic yield which could be relied upon to come forward in an acceptable manner.

Pinks Four, Birdham



Site description

The HELAA describes the site as a parcel of land to the immediate south-east of Birdham village, adjacent to a recently completed residential estate and caravan park. The site is approximately 200m from the settlement boundary and is accessed via Pinks Lane.

In essence the site appears to be a small paddock, with trees around the perimeter of the site, jutting out into a large arable field. The site is accessed via Bell Lane, and the access is lined by mature trees (which are subject to a TPO).

Planning history

Planning permission was previously refused for stables (97/01927/FUL) and granted for a replacement extension to an existing railway carriage and replacement septic tank (retrospective application 13/03100/FUL).

Need level

None, as the site is not currently a gypsy and traveller site.

Commentary in relation to HELAA assessment and call for sites site assessment (CfSSA)

The HELAA consideration of the site is as follows:

“The site is well related to the settlement and facilities and is therefore considered potentially suitable, subject to detailed consideration on matters including access and landscaping.”

Turning to consider the site in relation to the CfSSA criteria, generally the site receives a reasonably good range of scores, though the access is a significant concern.

There are some surface water flooding issues pertaining to the site, but only on the very edge of the site, and hence unlikely to constitute an overriding constraint. There appear to be some issues regarding contaminated land, but it is likely these could be overcome as part of any future planning application process, subject to the provision of sufficient information. There also appear to be some ecological constraints, and while these wouldn't necessarily be overriding constraints they could impact upon capacity and would require ecological information and mitigation measures to be addressed as part of any future planning application.

The main concern in relation to the site pertains to the access. While it is positive that there is an existing access, this is narrow and lined with very mature trees with low hanging branches. These trees are subject to TPOs, which accentuates the need to ensure that the access arrangements do not have a detrimental impact on them. There are also drainage ditches running along the edge of the lane, and it's not obvious how satisfactory passing places could be provided in order to cater for the likely traffic which would be generated by 8 pitches. This is a big concern and it is considered that the site is only suitable for allocation if this issue is satisfactorily addressed via additional information, and that it can be demonstrated that the access arrangements will be both safe, and not have a detrimental impact on the trees or drainage.

Commentary in relation to the Capacity Study (CS)

The CS notes the constraints around the access, in respect of the trees at least, though does not consider that this is an insurmountable obstacle. The CS has established that the 8 pitches promoted can be satisfactorily accommodated on the site, indeed there is theoretically space for more. However, crucially, the 8 pitches promoted allows ample space to protect the existing trees and vegetation on the site perimeter of the site itself, which is an important consideration. On that basis the CS effectively considers that 8 pitches are likely to be the most appropriate yield in terms of the number of pitches.

Commentary in relation to the new Local Plan (LP)

Key issues in this regard are likely to be in relation to landscape impact, development in the countryside and impact upon vegetation. Provided the trees around the edge of the site are retained and satisfactorily protected then there does appear to be a reasonable prospect that the use of the site for pitches could be acceptable in some respects, as that would minimise the landscape impact. It is also pertinent that there is a large caravan park to the south of the site, which is likely to have a more significant impact than the allocation of this site for 8 pitches.

The key issue in relation to the Local Plan probably relates to the access as referred to above, as the Local Plan requires the provision of an access that is safe for all users. This may be possible, but that cannot be guaranteed (at least in terms of being achievable in an acceptable manner), as the existing access is very narrow and an allocation for 8 pitches would potentially significantly increase the use of the existing access and involve some fairly large vehicles using the lane. Consequently, it is

considered that it needs to be demonstrated that this requirement can be met before the site is allocated. Not only would the access need to be safe, but in making it safe it would need to be demonstrated that this would not have a detrimental impact on the trees lining the lane.

Extensive clearance of vegetation would be problematic from an ecological perspective and in terms of being able to achieve the necessary level of biodiversity net gain. However, it appears that the pitches can be provided within the site itself without necessarily having a detrimental impact on biodiversity, subject to suitable mitigation measures being put in place. However, the impact on the trees lining the lane is less clear cut as has been referred to above.

The new pitches on the site would need to comply with the new site design policy in relation to gypsy and traveller pitches.

Commentary in relation to Planning Policy for Traveller Sites (PPTS)

There is no specific need associated with the site, so the contribution towards meeting needs is a general one as opposed to being specific to this site. Nevertheless, the contribution of 8 pitches would certainly be a very meaningful contribution towards meeting the level of need identified.

PPTS seeks to restrict development in open countryside, and ensure that there is no domination of the settled community in terms of scale. In terms of the open countryside aspect of this requirement, while the site is outside of the main built-up area of the village, it is not particularly rural and hence the semi-rural nature of the site doesn't appear likely to be an overriding constraint. However, there is still the question as to whether the number of pitches proposed would dominate the settled community. The site is on the edge of a small residential area, which is an off-shoot from the main village. However, it would be set back from the main residential area and 8 pitches would not be significant in scale relative to the number of houses in the vicinity.

The site also appears likely to help promote good integration with the settled community, as it is close to existing residential properties, but is not of a scale or proximity which could create a conflict between the two communities.

Conclusion

In many respects this is considered to be a good site for traveller pitches, as the site is in a reasonably sustainable location, is relatively well related to the settled community, and the mature vegetation around the perimeter will help minimise the landscape impacts. The provision of 8 pitches would also make a meaningful contribution towards meeting the council's needs.

However, the access is a significant concern. While the CS considers that this is not necessarily an insurmountable problem, ultimately the access is very narrow, lined by mature trees and drainage ditches, and working on the assumption that passing places are needed there is no guarantee that those could be provided in an acceptable manner. Therefore, on balance it is considered that the site promoter should demonstrate that the access would be likely to be acceptable in highways terms, without having a detrimental impact on the trees, before the site can be safely allocated.

Five Paddocks Farm/Mans Rest



Site description

The site comprises a group of existing travelling showpeople plots adjacent to Bracklesham Lane just to the north of East Wittering. The existing plots are on the western side of the site, with the eastern side fairly open, though behind call evergreen hedging. There are 3 existing site accesses. In terms of surrounding land uses, there are residential properties lining the road on the eastern side of the site, and a house immediately to the north. To the south are a small cluster of gypsy and traveller pitches and the land to the west appears to be paddocks. Compared with the aerial photo above, additional development appears to have taken place at the southern end of the site.

Planning history

Within the general site area there is currently consent for 5 travelling showpersons plots (14/03861/FUL, 15/03539/FUL, 16/02434/FUL, 19/01582/FUL and 20/02299/FUL), with a pending application for an additional mobile home on the Mans Rest plot (22/02136/FUL).

Need Level

The GTAA identifies a need for 2 plots stemming from the site, one immediately and 1 in the next 5 years.

Commentary in relation to Call for Sites Site Assessment (CfSSA)

The CfSSA only identifies one significant concern in relation to the site, which is flood risk, and clearly this is a particularly significant issue given the vulnerability of caravans/mobile homes in this regard. The current flood risk only covers a small part of the site on the northern edge. However, future flood risk in relation to climate change is much more extensive, covering half of the site. In addition, this raises question marks regarding the safety of access and egress.

Commentary in relation to capacity

This site has not been assessed as part of the capacity study pertaining to gypsy and traveller sites, as travelling showpeople sites have different spatial requirements. Officers have researched the size of travelling showpeople plots, which has established that owing to the need for storage space, the typical size is approximately 1,500 sqm, while the GTAA suggests a figure of 2,000 sqm. However, it is clear from this site that some of the plots are considerably smaller than that, though some are more comparable with the average size of plot. This is not altogether surprising as the research carried out by the council does show that in some instances while the overall yard can be quite large, there can be significantly smaller plots within that.

Overall, the capacity of the wider site for additional plots is very unclear. The site is promoted for 6 additional plots, and that is considered to be very likely to be unacceptable.

There is a reasonable prospect that the vacant land in relation to application 19/01582/FUL could be suitable for an additional plot, as it is almost exactly the same size as the site area already permitted and would presumably be able to utilise the same access.

The plot to the north has a reasonable amount of vacant space, which is of a similar size as the consented plot referred to above. However, that seems to be potentially impacted by a future flood risk zone, which makes it more difficult to allocate. Therefore, any additional plot in that location would need to be subject to a sequential test and exceptions test, and also subject to a site-specific flood risk assessment as part of any future planning application. However, as there is an established lack of travelling showpeople plots it seems reasonable to presume that the sequential test least could be passed. It is recommended that this site is subject to a Level 2 SFRA assessment as an addendum to the document already completed.

Commentary in relation to the new Local Plan

An important issue is likely to be flood risk, and this has already been covered to a certain extent above. In addition, the site is potentially at risk of groundwater flooding, like most sites in the southern plan area. However, in relation to the exception test criteria, this site is highly likely to be the most sustainable option for meeting the need identified, as the site itself is in a relatively sustainable location, close to East Wittering/Bracklesham, right next to a bus stop, and the site allows for the need to be met on the site on which it is being generated. In addition, the area which appears to be available for intensification appears to be outside of the climate change flood risk area. Ultimately, the flood risk will need to be addressed as part of any future planning application, probably via a specific flood risk assessment. In addition, with respect to the groundwater risk, this is generally not a difficult flood risk to mitigate, and the main risk is typically associated with

basements, which clearly won't be the case with a traveller site, indeed, the caravans will be stationed above ground level.

Another important consideration will be landscape impact/development in the countryside. However, as this is an established travelling showpeople site with extensive, mature, dense vegetation along the frontage then there seems to be a reasonable prospect that the proposal would not be unacceptable in this regard. The policy requirements in relation to the environmental designations would incur certain requirements to be fulfilled in relation to those policies, but that can be addressed via any future application.

Commentary in relation to Planning Policy for Traveller Sites (PPTS)

There is some need associated with the site, which is short-term need, and hence meeting that need would help achieve compliance with the PPTS requirements in this regard, which is particularly pertinent given the lack of alternative options for travelling showpeople accommodation.

PPTS seeks to restrict development in open countryside, and ensure that there is no domination of the settled community in terms of scale. In terms of the open countryside aspect of this requirement, while the site is outside of the main built-up area of the village, it is not particularly rural and hence the semi-rural nature of the site doesn't appear likely to be an overriding constraint. However, there is still the question as to whether the number of plots proposed would dominate the settled community. The site is part of a small residential area, which is a small area of ribbon development to the north of the main settlement, though with a large tourist caravan park to the south. The site is also part of a slightly larger cluster of traveller accommodation, as there are 3 fairly small gypsy and traveller sites to the south. On balance it is considered that the limited intensification of the existing site within its current confines would be unlikely to lead to the domination of the settled community. However, the expansion of the site would be much more concerning.

PPTS is also strong on the need to ensure that sites at high risk of flooding are avoided, but this issue has already been covered above.

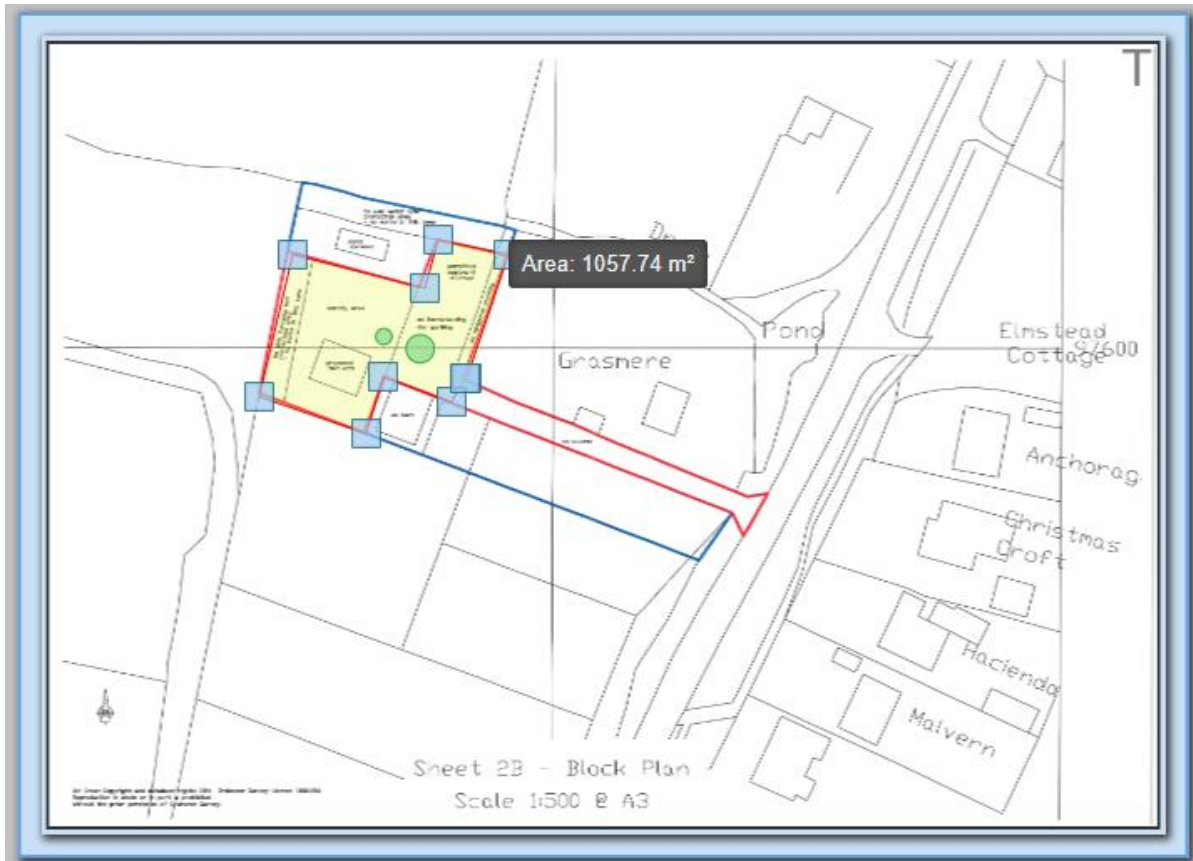
Conclusion

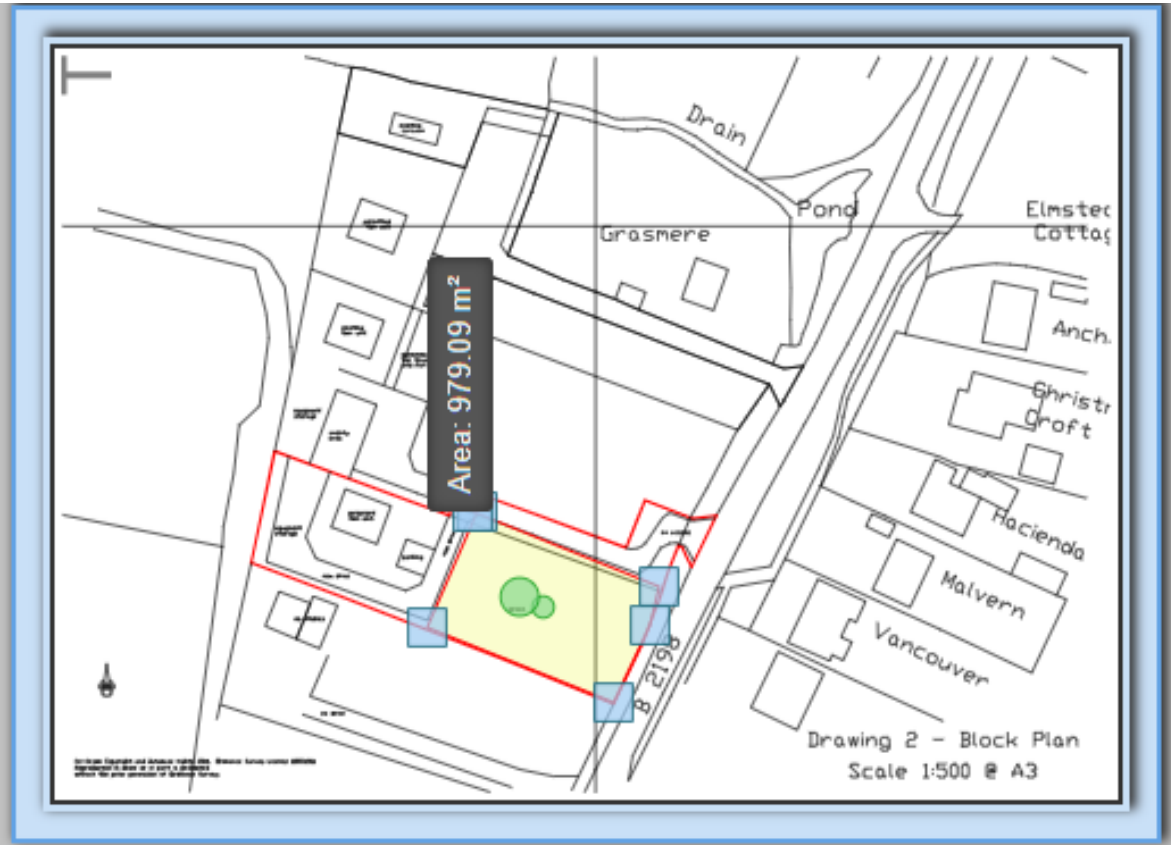
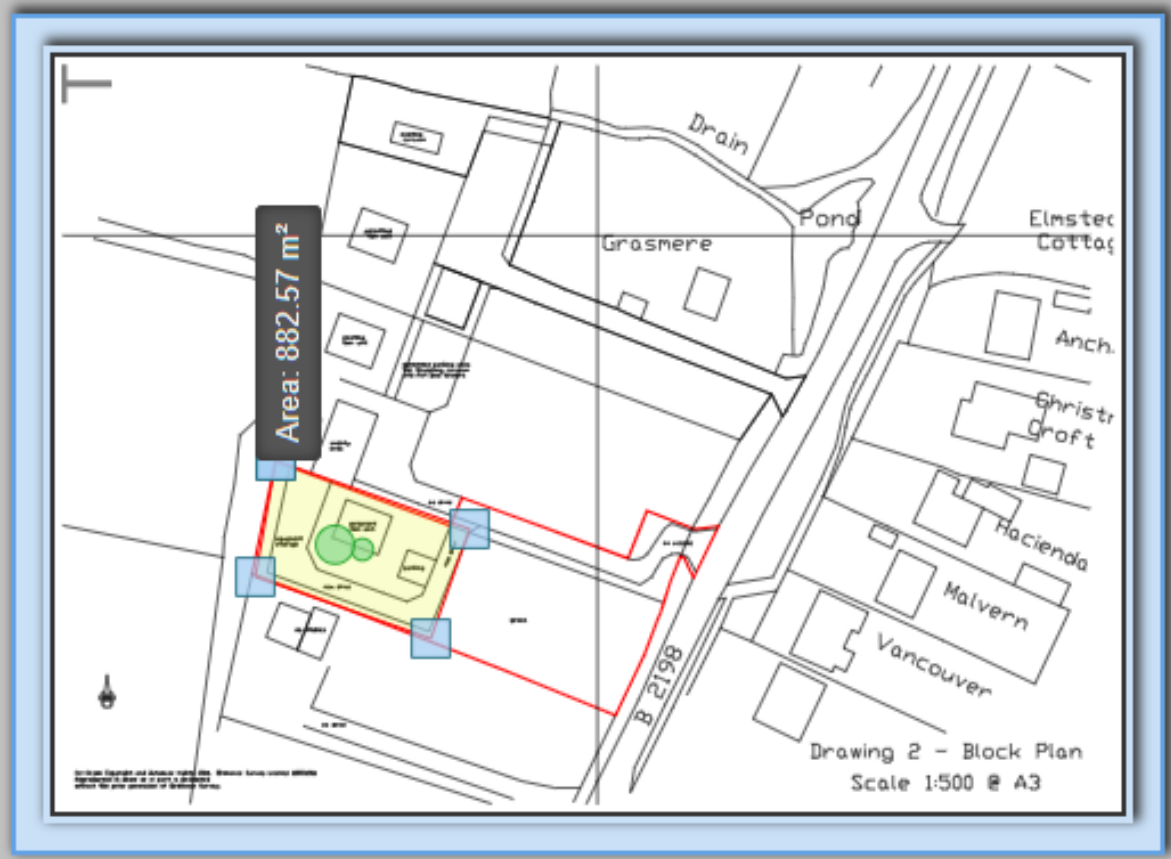
This is a very difficult site to assess, and the decisions regarding the suitability and capacity of the site are finely balanced. On the one hand the site does not appear to afford the space to accommodate additional plots of a size which would accord with the higher expectations in terms of the required site area, which is considered to be 1500-2000 sqm. Moreover, there clearly doesn't seem to be space to provide the 6 plots being promoted. There are also concerns regarding flood risk in relation to this site, particularly future flood risk.

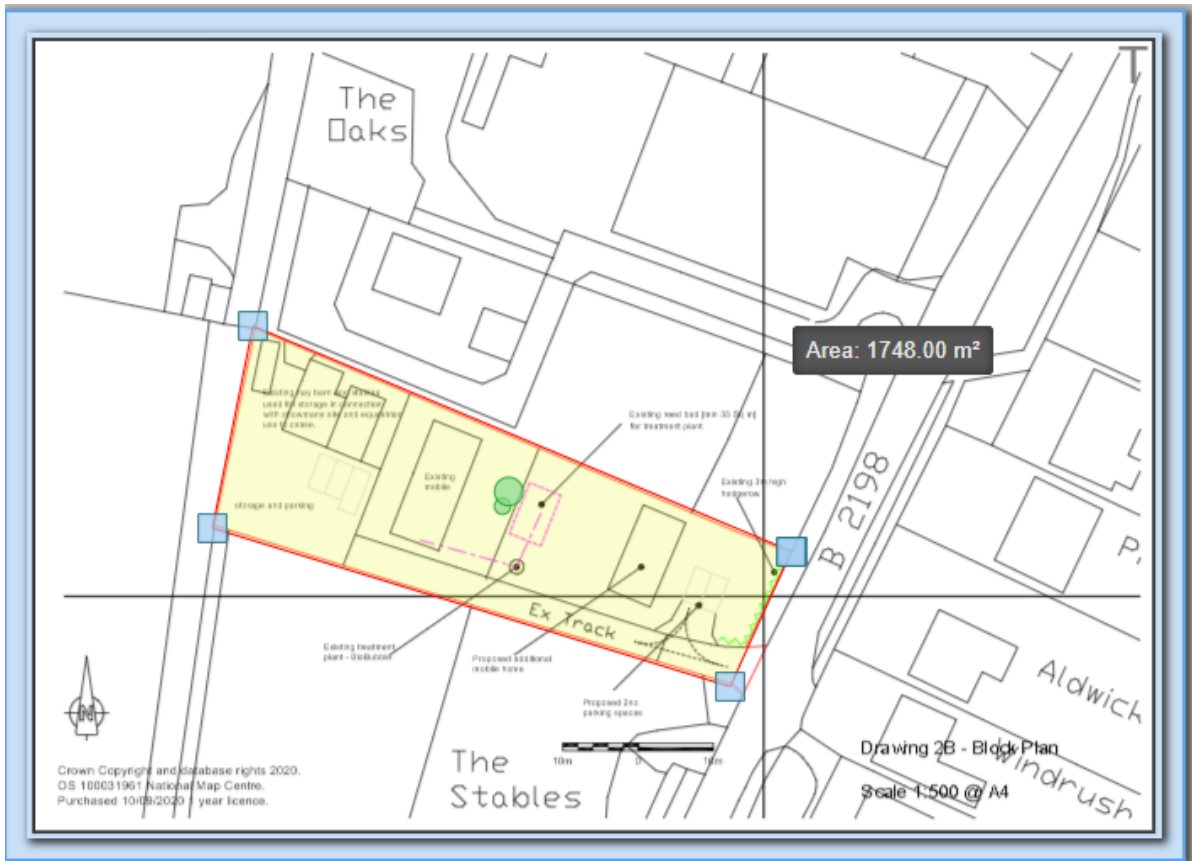
Conversely, there is a need for 2 plots in relation to the site, and no alternative sites appear to be available. In addition, it is clear that some of the plots on the site are already smaller than the average size referred to above, and it is not uncommon for the plots areas within a yard to vary somewhat in terms of size. Consequently, there does appear to be space to provide for 2 plots of a similar size to those already consented in this location. Therefore, on balance, given that there is an identified need, and a lack of alternatives, it does appear most appropriate to allocate the site for 2 additional plots (not including the site currently subject to a planning application - 22/02136/FUL). However, further evidence is likely to be necessary in relation to flood risk, and this would need to be addressed in more detail as part of future planning applications.

Appendix 3A – site area analysis in relation to Five Paddocks Farm and Mans Rest









Appendix 4 – RAG Assessment of ‘call for sites’ submissions

Site reference	Site name	Proposed no. of pitches for G&T	Proposed no. of plots for TS	When could gypsy and/or traveller development be delivered at this site?	Flood Risk	Contaminated land	Incompatible surrounding land uses	Protected historical land use and character – on site	Protected historical land uses and character – surrounding sites	Habitat Designations	Biodiversity and Protected Species	Site access	Relationship to existing settlements / residential properties	Topography	Infrastructure and utilities	Accessibility
BI01	Plot B, Land rear of Premier Business Park	1	0	Immediately and up to 2023	The site is located entirely in Flood Zone 1. Climate change flood zones now close to the rear of the site, but does not impact upon it. Present day surface water flood risk next to the site but doesn't seem to impact upon this specific site. No future surface water risk.	The site has no known contaminated land Site not included in CDC Brownfield Land Register (BLR) and no BLR land near by	To the south of the site lies a business park, the site is immediately surrounded by other G&T pitches and further out, fields. The nearest (non-G&T) residential dwelling appears to be approx. 100m away.	Lies within Chichester Harbour AONB NOT in a National Park	Lies within Chichester Harbour AONB NOT adjacent to a National Park	The site does not lie within or adjacent to any designated habitat site (But see SSSI IRZ details below): Site falls within SSSI Impact Risk Zone (OBJECTID 66176) but falls below thresholds for requirement to consult Natural Eng ("Large non residential developments outside existing settlements/urban areas where net additional gross internal floorspace is > 1,000m ² or footprint exceeds 0.2ha") Access rd lies within SSSI IRZ (OBJECTID 56187) and site itself is directly adjacent to this IRZ. Site meets the criteria for this IRZ -for rural residential development, "Any residential developments outside of existing settlements/urban areas with a total net gain in residential units"	The site does not lie within or adjacent to a Local Wildlife Site (nearest one is 325m N)	There is safe and suitable vehicular access already in place.	Approx. 300m from a settlement boundary (Birdham). Tree row and field provide privacy for residents. The site is on a site already in G&T use.	Site appears to be gently sloping (on a slight incline). No issues identified at access	Site is adjacent to an existing residential (G&T) use, as well as commercial uses immediately to the south Site does not fall under current sewerage coverage (lies approx. 200m from existing sewerage coverage) (Proximity to other utilities unknown)	Safe walking access already in place to and from the site. The following amenities/ facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Nearest bus stop - Sidlesham Lane (58m) - Birdham Post Office (1170m) - Nisa (1180m) - St James' Church (846m)

BI02	Plot C, Land rear of Premier Business Park	1	Immediately and up to 2023	The site is located entirely in Flood Zone 1, but appears to be a risk of surface water flooding (present day).	The site has no known contaminated land Site is not included in CDC brownfield land register and no BLR land nearby	To the south of the site lies a business park, the site is immediately surrounded by other G&T pitches and further out, fields. The nearest (non-G&T) residential dwelling appears to be approx. 100m away.	Lies within Chichester Harbour AONB NOT in a National Park	Lies within Chichester Harbour AONB NOT adjacent to a National Park	<p>The site does not lie within or adjacent to any designated habitat site (But see SSSI IRZ details below):</p> <p><u>SSSI Impact Risk Zones</u> Most of site and its access road fall within SSSI Impact Risk Zone (OBJECTID 66176) but do not meet any of the criteria for consulting Natural Eng. However, the following notes in the IRZ are relevant to the site:</p> <p>(a) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(b) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p> <p>Access rd and tiny portion of actual site lie within SSSI IRZ (OBJECTID 56187), Site meets two criteria for this IRZ - (i) for rural residential development, "Any residential developments outside of existing settlements/urban areas with a total net gain in residential units" and (ii) "</p> <p>The following notes from IRZ 56187 are applicable to the site:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p>	The site does not lie within or adjacent to a Local Wildlife Site (nearest one is approx. 325m N)	There is safe and suitable vehicular access already in place.	Approx. 300m from a settlement boundary (Birdham). Tree row and field provide privacy for residents. The site is on a site already in G&T use.	Site appears to be gently sloping (on a slight incline). No issues identified at access	Site is adjacent to an existing residential (G&T) use, as well as commercial uses immediately to the south Site does not fall under current sewerage coverage (lies approx. 200m from existing sewerage coverage) (Proximity to other utilities unknown)	Safe walking access already in place to and from the site. The following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Nearest bus stop - Sidlesham Lane (58m) - Birdham Post Office (1170m) - Nisa (1180m) - St James' Church (846m)
BI03	Plot A, Land rear of Premier Business Park	1	Immediately and up to 2023	The site is located entirely in Flood Zone 1 and has a very low risk of surface water flooding.	The site has no known contaminated land Site is not included in CDC brownfield land register and no BLR land nearby	To the south of the site lies a business park, the site is immediately surrounded by other G&T pitches and further out, fields. The nearest (non-G&T) residential dwelling appears to be approx. 100m away.	Lies within Chichester Harbour AONB NOT in a National Park	Lies within Chichester Harbour AONB NOT adjacent to a National Park	<p>The site does not lie within or adjacent to any designated habitat site (But see SSSI IRZ details below):</p> <p>Site falls within SSSI Impact Risk Zone (OBJECTID 66176) but falls below thresholds for requirement to consult Natural Eng</p> <p>The following notes from SSSI 66176 are applicable to the site:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p> <p>Access rd lies within SSSI IRZ (OBJECTID 56187), for which states that for rural residential development, "Any residential developments outside of existing</p>	The site does not lie within or adjacent to a Local Wildlife Site (nearest one is approx. 325m N)	There is safe and suitable vehicular access already in place.	Approx. 300m from a settlement boundary (Birdham). Tree row and field provide privacy for residents. The site is on a site already in G&T use.	Site appears to be gently sloping (on a slight incline). No issues apparent at access	Site is adjacent to an existing residential (G&T) use, as well as commercial uses immediately to the south Site does not have sewerage coverage, but lies less than 200m from coverage (Proximity to other utilities unknown)	Safe walking access already in place to and from the site. The following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Nearest bus stop - Sidlesham Lane (58m) - Birdham Post Office (1170m) - Nisa (1180m) - St James' Church (846m)

									settlements/urban areas with a total net gain in residential units"							
									<p>The following notes from SSSI 56187 are applicable to the site:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p>							
BI04	Cowdry Nursery/ Cherry West Meadow	12	Immediately and up to 2023	<p>The site is in flood zone 1. The site is also not at risk of future flood risk in relation to fluvial or tidal flooding, or current of future surface water flooding.</p>	<p>There could be some potential contamination of the land owing to it's previous use as a commercial nursery. The Environmental Health Officer set out various concerns in relation to the previous planning application on the site, though clearly they were overcome.</p>	<p>The surrounding uses are residential and agricultural, and there is no reason in principle why gypsy and traveller pitches are incompatible with those uses.</p>	<p>The site is located outside of the AONB.</p>	<p>The site was apparently previously used for horticulture, though that use has clearly ceased and hence is no longer protected.</p>	<p>The site does not lie within or adjacent to any designated habitat site (But see SSSI IRZ details below):</p> <p><u>SSSI Impact Risk Zones</u> Most of site and its access road fall within SSSI Impact Risk Zone (OBJECTID 66176) but do not meet any of the criteria for consulting Natural Eng. However, the following notes in the IRZ are relevant to the site:</p> <p>(a) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(b) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p> <p>Access rd and tiny portion of actual site lie within SSSI IRZ (OBJECTID 56187), Site meets two criteria for this IRZ - (i) for rural residential development, "Any residential developments outside of existing settlements/urban areas with a total net gain in residential units" and (ii) "</p> <p>The following notes from IRZ 56187 are applicable to the site:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p>	<p>There is an identified watervole habitat on the western edge of the site.</p>	<p>There was no objection to the access arrangements in respect of the consented pitch, and hence presumably that access could be utilised for additional pitches.</p>	<p>There is considerable screening in the form of mature vegetation in relation to the nearest property to the west. The properties to the south back onto the site, with relatively long rear gardens. There is a property on Siddlesham Lane which is fairly close to the site, though there is some separation and main garden area is to the south and hence away from the site.</p>	<p>The site and surrounding area is flat, forming as it does part of a coastal plain.</p>	<p>Unknown, though the consented pitch appears to have used a septic tank, which was a concern in relation to that application and implies that mains drainage may not be available.</p>	<p>The facilities and services within Birdham are approximately 1.25km away, and do appear to be accessible by foot and there is access to public transport – there is a public footpath running just to the south of the site linking it to the main part of the settlement. Though this footpath link and the walk to the main cluster of facilities and services may not be an easy journey, especially at night. Ultimately, there are a reasonable range of facilities in fairly close proximity to the site and clearly the sustainability of the location did not prevent the granting of consent of the existing pitch.</p>	

HBI0028	Pinks Four	8			7% of the site is at risk of surface water flooding. This is mainly on the edge of the site and hence is unlikely to impact upon capacity.	The parish council comments in relation to the 2013 application make reference to concerns regarding untreated waste in relation to the site, so there is a risk of some potential contamination.	The surrounding uses are primarily residential, agricultural, horticulture and caravan storage, and there is no reason in principle why gypsy and traveller pitches are incompatible with those uses.	The site is located outside of the AONB. The trees running along the site access linking the site with Bell Lane are subject to TPOs.	The site is currently in equestrian use, which is not a protected land-use.	<p>The site does not lie within or adjacent to any designated habitat site (But see SSSI IRZ details below):</p> <p><u>SSSI Impact Risk Zones</u> Most of site and its access road fall within SSSI Impact Risk Zone (OBJECTID 66176) but do not meet any of the criteria for consulting Natural Eng. However, the following notes in the IRZ are relevant to the site:</p> <p>(a) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(b) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p> <p>Access rd and tiny portion of actual site lie within SSSI IRZ (OBJECTID 56187), Site meets two criteria for this IRZ - (i) for rural residential development, "Any residential developments outside of existing settlements/urban areas with a total net gain in residential units" and (ii) "</p> <p>The following notes from IRZ 56187 are applicable to the site:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p>	There is an identified watervole habitat on the western edge of the site.	There is an existing access. The main concern with this is that it is lined with mature trees (which are subject to a TPO), and these have low branches which overhang the single track lane leading up to the site. There are also drainage ditches running along the side. However, presumably equestrian related vehicles are currently using the site and hence it is not necessarily an overriding constraint. Nevertheless, 8 pitches would require a significant intensification of the site the use of this narrow lane, and there is no guarantee that suitable passing places can be provided.	There are only 2 residential properties in close proximity to the site and the existing trees along the boundary along with the properties large gardens suggest that there is unlikely to be conflict. The site itself is set a long way back from the road and hence is unlikely to have a significant impact upon the character of the area.	Unknown in relation to the site itself, but generally this area is very flat.	Unknown, though the consented development in relation to the site appears to have used a septic tank, which was a concern in relation to that application and implies that mains drainage may not be available.	There are a reasonable range of facilities and services to the north of the site, which are fairly easily accessible, including on foot.
C01	Land north west of Newbridge Farm	4	Immediately and up to 2023		The site is located entirely in Flood Zone 1. There is a very small amount of surface water flood risk at the southern edge of the site.	The site has no known contaminated land Site is not included in CDC brownfield land register (nearest site 800m away)	The site is situated just north of the A27 road. It is separated from the village/small town of Fishbourne by the A27. In terms of immediate surroundings, to the east and north of the site lies agricultural land, woodland to the north west and partially developed open land to the west.	Not within a National Park or AONB	NOT adjacent to a National Park or an AONB	<p>The site does not lie within or immediately adjacent to any designated habitat site (But see SSSI IRZ details below):</p> <p>The site lies partially within SSSI IRZ OBJECTID 36023, but does not meet the the criteria for consulting NE. The following notes from the IRZ are applicable to the site:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p> <p>The site lies partially within SSSI IRZ OBJECT ID 63007, but does not meeting the criteria for consulting NE. The following notes from the IRZ are applicable to the site:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate</p>	The site does not lie within or adjacent to a Local Wildlife Site	There is a road running directly to the field (but no e.g. gate in place for access). Safe and suitable vehicular access could be provided without significant highways safety or traffic flow impacts.	Separated from a settlement boundary (Fishbourne) by A27 road (dual-carriageway) . Southern boundary of site screened by mature trees.	Site appears to be relatively flat based on OS and satellite mapping. Land appears uneven at the access.	Apuldram Wastewater Treatment Catchment passes through the site (There is a policy in the adopted local plan which places stipulations on development within the catchment area - Policy 12 - https://www.chichester.gov.uk/CHttpHandler.ashx?id=24759&p=0#page=83) Site not immediately adjacent to existing residential uses (but there are some approx. 80m from the site). (Proximity to other utilities unknown)	The following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Nearest bus stop - Clay Lane (521m) - Fishbourne Train Station (1070m)

										increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019.'						
CH01	Land adjacent Plot A, Pond Farm	2	0	Immediately and up to 2023	The site is located entirely in Flood Zone 1 and has a very low risk of surface water flooding.	The site has no known contaminated land Site is not included in CDC brownfield land register (or near to any such land)	The site is surrounded by open land to the west, existing gypsy and traveller pitches to the east, and the A27 dual carriageway to the north.	Not within a National Park or AONB	NOT adjacent to a National Park or an AONB	The site lies wholly within a Local Wildlife Site (Newells Lane Pond & Meadows) The site lies wholly within SSSI IRZ OBJECTID 63007, but does not meet any of the criteria for consulting Natural Eng. However, the following notes from the IRZ entry are relevant: (i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."	The site lies wholly within a Local Wildlife Site (Newells Lane Pond & Meadows)	There is safe and suitable vehicular access already in place.	Not immediately adjacent to a settlement boundary. Close to the Hambrook settlement boundary (c. 375m) and there is a relatively direct pedestrian route to the settlement.	Site appears to be relatively flat however surrounding land gently sloping upwards.	Site is adjacent to an existing residential (G&T) use Site does not currently have sewerage coverage (approx. 330m from edge of coverage) (Proximity to other utilities unknown)	The following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Hambrook Post Office and Stores (1050m)
CH02	Land at Plot A, Pond Farm	1	/	Immediately and up to 2023	The site is located entirely in Flood Zone 1 and has a very low risk of surface water flooding.	The site has no known contaminated land Site is not included in CDC brownfield land register (or near to any such land)	The site is surrounded by open land to the west and north, existing gypsy and traveller pitches to the east. Further to the north lies the A27 dual carriageway.	Not within a National Park or AONB	NOT adjacent to a National Park or an AONB	The site lies wholly within a Local Wildlife Site (Newells Lane Pond & Meadows) The site lies wholly within SSSI IRZ OBJECTID 63007, but does not meet any of the criteria for consulting Natural Eng. However, the following notes from the IRZ entry are relevant: (i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."	The site lies wholly within a Local Wildlife Site (Newells Lane Pond & Meadows)	There is safe and suitable vehicular access already in place.	Not immediately adjacent to a settlement boundary. Close to the Hambrook settlement boundary (c. 375m) and there is a relatively direct pedestrian route to the settlement.	Site appears to be relatively flat however surrounding land gently sloping upwards.	Site is adjacent to an existing residential (G&T) use Site does not currently have sewerage coverage (approx. 330m from edge of coverage) (Proximity to other utilities unknown)	The following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Hambrook Post Office and Stores (1050m)

CH05	Pond Farm North, Newells Lane	3	0	Immediately and up to 2023	The site is located entirely in Flood Zone 1 and has a very low risk of surface water flooding.	The site has no known contaminated land Site is not included in CDC brownfield land register (or near to any such land)	The site is adjacent to an existing G&T site. To the east of the site lies a pond. Non-G&T residential properties lie to the south. The A27 dual carriageway is directly to the north.	Not within a National Park or AONB	NOT adjacent to a National Park or an AONB	The site lies wholly within a Local Wildlife Site (Newells Lane Pond & Meadows) The site lies wholly within SSSI IRZ OBJECTID 63007, but does not meet any of the criteria for consulting Natural Eng. However, the following notes from the IRZ entry are relevant: (i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."	The site lies wholly within a Local Wildlife Site (Newells Lane Pond & Meadows)	There is safe and suitable vehicular access already in place.	Site is adjacent to an existing G&T site. There are also a number of residential (non-G&T) properties to the west of the site, on Newells Lane - the site is screened from these by a lake and a row of tall trees facing Newells Lane. Approx. 400m from the settlement boundary of Hambrook. Direct pedestrian access to Hambrook from the site.	Site appears to be relatively flat. At the access the land is sloping upwards.	Site is adjacent to an existing residential (G&T) use No existing sewerage coverage but within 500m of coverage. (Proximity to other utilities unknown)	The following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Hambrook Post Office and Stores (1050m)
CH06	Newells Lane	3	0	Immediately and up to 2023	The site is located entirely in Flood Zone 1 and has a very low risk of surface water flooding.	At the access to the site, the site lies adjacent to a closed landfill which received inert and industrial waste (1975 - 1992) and possible continuing skip business at present ('Contaminated Land for Consultation', KEYVAL ZZZZYERCE990). Site is also partially within a ConLand Buffer (KEYVAL JCF6IIRG7000) Site is fully within a 'Contaminated Land Informative' (JCF6URERG7000) A small portion of the site lies within a Historic Landfill Site ('Newells Lane', hld_ref EAHLD20044) Site is not included	The site is close (but not adjoining) a site housing multiple G&T pitches (to the west). It is surrounded by open land and to the north there are non-G&T residential properties.	Not within a National Park or AONB	170m S of South Downs NP Not adjacent to an AONB	The site does not lie within or immediately adjacent to any designated habitat site (but see SSSI IRZ details below) The site lies within SSSI IRZ OBJECTID 63007 but does not meet any of the criteria for consulting Natural Eng. However, the following notes from the IRZ are relevant: (i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."	The site does not lie within or immediately adjacent to a Local Wildlife Site (LWS)	There is safe and suitable vehicular access already in place.	The site is not within or adjacent to a defined settlement boundary (Nearest one is Hambrook, approx. 650m west). There is an established G&T site approx. 100m to the west of the site (but no direct access to this from the site). There does not appear to be any residential properties adjoining the site boundary. The site is accessed from Newells Lane, there	From the south to north of the site the land slopes upwards. Unable to confirm level of the land at the access	Site close, but not immediately adjacent to, existing residential uses No existing sewerage coverage but within 100m of coverage. (Proximity to other utilities unknown)	The following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Funtington Primary School (1120m)

					in CDC brownfield land register (or near to any such land)							are a handful of residential properties dotted along Newells Lane.				
EWB01	Land south of Tranjoee n	0	4 (with future capacity for extended families)	Immediately and up to 2023	<p>The eastern side of the site is flanked by a flood zone 2 area, with flood zone 3 slightly further east, with the flood zone 2 area impinging somewhat on that side of the site, but not to a significant extent.</p>	<p>The site has no contaminated land and is not within a ConLand buffer or ConLand Informative.</p> <p>Site not included in CDC Brownfield land register (nearest such land is 900m to the south)</p>	<p>The site is in a rural location, bounded by Bracklesham Ln to the west. Further west are fields. To the south and east are fields. Further east is a camping site (caravans) . Further north is a farm shop and a cluster of residential properties.</p>	<p>Not within a National Park or AONB</p>	<p>NOT adjacent to a National Park or an AONB</p>	<p>The site does not lie within or immediately adjacent to any designated habitat site (but see SSSI IRZ details below)</p> <p>The site lies within SSSI IRZ 46175 but does not meet any of the criteria for consulting Natural Eng. However, the following notes from the IRZ are relevant: (i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p>	<p>The site does not lie within or immediately adjacent to a Local Wildlife Site (LWS)</p>	<p>There is an access in place, however it doesn't have any hardstanding so improvements may be needed in order to make it suitable</p>	<p>The site is not within or adjacent to a defined settlement boundary.</p> <p>The site is adjacent to Bracklesham Lane. There is one residential property' boundary adjoining the site boundary. The site is well screened from this property by trees along the common boundary.</p> <p>Further north lies a cluster of residential properties and a small amount of commercial activity, including a farm shop.</p> <p>Existing screening from Bracklesham Lane comprises a relatively thick but short hedgerow.</p>	<p>Site appears to be generally level, including at the access.</p>	<p>Residential property adjacent to the site at the northern boundary.</p> <p>No existing sewerage coverage but within 500m of coverage.</p> <p>(Proximity to other utilities unknown)</p>	<p>The following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Nearest bus stop - Glen Nurseries (179m)</p> <p>The site does not currently have safe walking access to it but this could be provided</p>

EWB02	Five Paddocks Farm and Mans Rest	0	6	Immediately and up to 2023	Part of one of the accesses to the site lies within Flood Zone 2. A very small part of the site lies within the low and medium surface water flood risk areas. The northern half of the site is at risk of future flood risk.	A small element of the site lies within a Contaminated Land Informative: the buffer of Stubcroft Farm landfill, closed landfill contents unknown, approx. 300m distant (KEY ID JCF6URERG7000). Site not included in CDC Brownfield land register (nearest such land is 380m to the south)	The site is bounded by an existing G&T site to the south. A row of non-G&T residential properties lie to the east of the site, adjoining Bracklesham Lane. North and west of the site are open fields, some of which appear to be in agricultural use.	Not within a National Park or AONB	NOT adjacent to a National Park or an AONB	The site does not lie within or immediately adjacent to any designated habitat site (but see the SSSI IRZ details below) A very small portion of the site lies within SSSI IRZ 46175 but does not meet any of the criteria for consulting Natural Eng. However, the following notes from the IRZ are relevant: (i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019." The site lies almost wholly within SSSI IRZ OBJECTID 57564 but does not meet any of the criteria for consulting NE. However, the following notes from the IRZ are relevant: (i) 'For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."	The site does not lie within or immediately adjacent to a Local Wildlife Site (LWS)	There is safe and suitable vehicular access already in place.	The site is already in residential / G&T use. Numerous residential properties also lie immediately to the north, west and south. There is relatively little existing screening from these other properties, however the site is already well-connected to the existing hamlet it is contained within. Good existing screening provided by tall, thick hedgerows	Site appears to be generally flat, including at the access.	Numerous residential properties lie immediately to the north of the site No existing sewerage coverage but within 500m of coverage. (Proximity to other utilities unknown)	The following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Nearest bus stop - Clayton Lane (88m) Site has safe walking access to it.
EWB03	The Stables, Bracklesham Lane	2	0	Immediately and up to 2023	The site is located entirely in Flood Zone 1 and has a very low risk of surface water flooding.	A small element of the site lies within a Contaminated Land Informative: the buffer of Stubcroft Farm landfill, closed landfill contents unknown, approx. 300m distant (JCF6URERG7000) Site not included in CDC Brownfield Land register (nearest such land is 320m to the south)	The site lies within the boundary of an existing G&T site. Residential properties lie immediately to the east of the site, and to the south east lies a caravan park.	Not within a National Park or AONB	NOT adjacent to a National Park or an AONB	The site does not lie within or immediately adjacent to any designated habitat site (but see the SSSI IRZ details below) The site lies almost wholly within SSSI IRZ OBJECTID 57564 but does not meet any of the criteria for consulting NE. However, the following notes from the IRZ are relevant: (i) 'For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."	The site does not lie within or immediately adjacent to a Local Wildlife Site (LWS)	There is safe and suitable vehicular access already in place.	The site is surrounded by residential properties on its northern, eastern and southern boundaries. It is contained within a small hamlet approx. 500m north of the defined settlement of East Wittering. Safe access to East Wittering from the site is already provided by a pedestrian path running parallel to Bracklesham Lane, separated by a green	Site appears to be generally flat, including at the access.	The site is surrounded by residential properties on its northern, eastern and southern boundaries. No existing sewerage coverage but within 30m of coverage. (Proximity to other utilities unknown)	The following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk): - Nearest bus stop - Clayton Lane (105m) Site has safe walking access to it.

WE01	The Stables	6	0	Immediately and up to 2023	<p>The site is located entirely in Flood Zone 1. Southern part of the site at risk of surface water flooding, could be a problem in terms of achieving safe access and egress.</p>	<p>Site lies wholly within 'Contaminated Land for Consultation' - land adjacent to former military land, used since for mixed uses including some industrial / commercial uses (KEYVAL ZZZZYERCE987)</p> <p>Site directly adjacent to a historic landfill site ('Cemetery Land')</p> <p>Site not included in CDC Brownfield Land Register (BLR) and no BLR land near by</p>	<p>The site adjoins an existing G&T site. It is approx. 250m from the village of Westbourne. Opposite Westbourne Cemetery. Allotment 220m west. Residential properties lie less than 100m to the north.</p> <p>(Site not compatible due to contaminated land)</p>	<p>Not within a National Park or AONB</p>	<p>200m E of SDNP</p> <p>Not adjacent to an AONB</p>	<p>The site is not within or immediately adjacent to any habitat sites (but see SSSI IRZ details below)</p> <p>The site lies within SSSI IRZ OBJECTID 25089. It does not meet any of the criteria for consulting Natural England, however the following notes from the IRZ are relevant:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p>	<p>The site is not within or immediately adjacent to a Local Wildlife Site (LWS), the nearest one is c. 200m W ('River Ems and Meadows')</p>	<p>There is safe and suitable vehicular access already in place.</p>	<p>Site does not adjoin any defined settlement boundary but lies only approx. 275m from one (Westbourne). Does not appear to have a safe pedestrian access route at present. Direct road access via Cemetery Lane. Separated from Westbourne settlement by two fields.</p> <p>Visual screening provided by tree line along western boundary, and a fence along the boundary facing the road (Cemetery Lane).</p> <p>Site adjoins an existing G&T site. A number of other light commercial / recreational uses immediately surrounding the site, including agriculture, ecclesiastical and one or two non-G&T residential properties.</p>	<p>Site appears to be somewhat uneven and on sloping land</p> <p>Site adjacent to existing G&T residential use.</p> <p>No existing sewerage coverage but within 100m of coverage.</p> <p>(Proximity to other utilities unknown)</p>	<p>Site has safe walking access to it.</p> <p>The following amenities/ facilities are within 1.2km via existing access routes (i.e. 15 min walk):</p> <ul style="list-style-type: none"> - Nearest bus stop - Lingfield Close (462m) - Murco (Petrol Stn) (745m) - George and Dragon Surgery (Doctors) (856m) - The Co-Operative Food (Convenience Store) (827m) - Rowlands Pharmacy (889m) - Westbourne Parish Hall (1004m) - St John the Baptist Church (including Daisy Chain Nursery)(974m) - Westbourne Primary School (825m) - Westbourne Meeting Place (1004m) - Woodmancote Chapel (1114m)
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WE02	Land west of Harwood	20	0	Immediately and up to 2023	<p>The site is located entirely in Flood Zone 1. Southern part of the site at risk of surface water flooding, could be a problem in terms of achieving safe access and egress.</p>	<p>Small portion of site lies within the buffer of Stubcroft Farm Landfill, closed landfill contents unknown, approx. 300m distant (Contaminated Land Buffer KEYVAL JCF6IIRERG7000)</p> <p>Rest of the site lies within a Contaminated Land Informative (KEYVAL JCF6URERG7000) - Closed landfill operated approx. pre 1980, received inert and industrial waste, Cutmill Landfill.</p> <p>Site not included in CDC Brownfield Land Register (BLR) and no BLR land near by</p>	<p>Adjoins an existing G&T site to the west and a site which appears to be in light industrial use to the east.</p> <p>Agricultural fields to the north and south. Overhead cables pass close to the site boundary, pylon in the field south of the site. Residential (non-G&T) properties within 200m of site boundary.</p>	Not within a National Park or AONB	450m E of SDNP	Not adjacent to an AONB	<p>The site is not within or immediately adjacent to any habitat sites (but see SSSI IRZ details below):</p> <p>The site lies within SSSI IRZ OBJECTID 25089. It does not meet any of the criteria for consulting Natural England, however the following notes from the IRZ are relevant:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p>	The site does not lie within or immediately adjacent to a Local Wildlife Site (LWS)	<p>There is no existing safe access, however safe and suitable vehicular access can be provided without significant highways safety or traffic flow impacts.</p> <p>Looks as though there may be an existing steel gate providing access to the site, however this is unlikely to be adequate in its current state given the narrow nature of the lane the site is on</p>	<p>Site not within / adjoining a defined settlement boundary.</p> <p>Adjoins a relatively large existing G&T site (Ten Acres Compound). Small hamlet of Woodmanco te lies to the east of the site, approx. 200m away.</p> <p>Mature trees on the road-facing boundary and the eastern boundary (adjoining commercial uses) provide good visual screening</p> <p>On this basis it is considered this site is well connected/ integrated with existing settlements and residential properties.</p>	Site appears to be somewhat uneven and on sloping land	<p>Site adjacent to existing G&T residential use.</p> <p>No existing sewerage coverage but immediately adjacent to coverage.</p> <p>(Proximity to other utilities unknown)</p>	<p>Site has safe walking access to it.</p> <p>The following amenities/facilities are within 1.2 km (15 min walking distance) of the site:</p> <ul style="list-style-type: none"> - Westbourne Village Stores (632m) - Nearest bus stop - Lashleys Corner (632m) - Westbourne Primary School (1115m) - Community centre/ Church: 'The Meeting Place' (1042m) - Woodmancote Chapel (1120m)
WE03	Hopedene, Common Road	1	0	Immediately and up to 2023	<p>The site is located entirely in Flood Zone 1. The site does not appear to be at risk of surface water flooding (there is a surface water flood zone nearby, but just outside of the</p>	<p>The site contains contaminated land (whole site) - a Closed landfill site which operated approx. 1977 – 1985, received soils and demolition waste, Hambrook North site. (KEYVAL ZZZZZZERCE073)</p> <p>Site is adjacent to Historic Landfill Site ('Hambrook Landfill and Recycling Plant', hld_ref EAHL33011)</p> <p>Site not included in CDC Brownfield</p>	<p>Site very close to an existing G&T site and light industrial property. Directly to the north lies Qinetiq Funtington, a military radar base. Light commercial uses approx. 400m to the SE. Agricultural field to the east.</p> <p>(Site not</p>	Not within a National Park or AONB	500m E of SDNP	Not adjacent to an AONB	<p>The site is not within or immediately adjacent to any habitat sites (But see SSSI IRZ details below):</p> <p>The site lies within SSSI IRZ OBJECTID 25089. It does not meet any of the criteria for consulting Natural England, however the following notes from the IRZ are relevant:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority." (ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p>	The site does not lie within or immediately adjacent to a Local Wildlife Site (LWS)	<p>There is safe and suitable vehicular access already in place.</p> <p>Some</p>	<p>Site is relatively isolated in that it is quite far from any defined settlement (or non-defined hamlet). It is however within a larger complex containing light commercial use and existing G&T use.</p>	Site appears to be generally flat including at the access	<p>Residential properties (G&T) immediately adjacent to the site</p> <p>Site does not have existing sewerage coverage, nearest coverage is more than 500m from the site.</p> <p>(Proximity to other utilities unknown)</p>	<p>Site has safe walking access to it.</p> <p>The following amenities/facilities are within 1.2 km (15 min walking distance) of the site:</p> <ul style="list-style-type: none"> - Nearest bus stop - Little Hambrook Farm (1090m)

					site to the south-east).	Land Register (BLR) and no BLR land near by	compatible due to land being contaminated)					existing screening from the road and adjoining uses already in place (trees and hedgerows).						
WE04	Cemetery Lane South, Westbourne	4	Immediately and up to 2023		The site is located entirely in Flood Zone 1. Most of the site is at medium risk of surface water flooding.	<p>Site lies ALMOST wholly within 'Contaminated Land for Consultation (KEYVAL ZZZZYERCE987) - the land is adjacent to former military land since used for mixed uses including some industrial/commercial uses.</p> <p>Small portion of the site lies within a Contaminated Land Buffer (KEYVAL JCF6IHERG7000) (Closed landfill operated approx. pre 1980, received inert and industrial waste, Cutmill Landfill).</p> <p>Close to Cemetery Land Historic Landfill Site</p> <p>Site not included in CDC Brownfield Land Register (BLR) and no BLR land near by</p>	<p>Site adjoins an existing G&T site. Agricultural fields to the north and south. Overhead cables pass close to the site boundary, pylon in the field south of the site. Nearest non-G&T residential properties approx. 350m away. Equestrian facility 160m SW.</p> <p>(not compatible owing to Contaminated land)</p>	Not within a National Park or AONB	360m SW of SDNP	Not adjacent to an AONB	<p>The site is not within or immediately adjacent to any habitat sites (But see SSSI IRZ details below):</p> <p>The site lies within SSSI IRZ OBJECTID 25089. It does not meet any of the criteria for consulting Natural England, however the following notes from the IRZ are relevant:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p>	The site does not lie within or immediately adjacent to a Local Wildlife Site (LWS)	<p>There is no existing safe access, however safe and suitable vehicular access can be provided without significant highways safety or traffic flow impacts.</p> <p>There is a hardstanding access, however it appears to be gated as part of a wider site so access rights may need to be negotiated/secured</p>	<p>Site does not adjoin any defined settlement boundary but lies only approx. 300m from one (Westbourne). Does not appear to have a safe pedestrian access route to Westbourne at present. Direct road access via Cemetery Lane.</p> <p>Site appears to be within an existing G&T site. A number of other light commercial / recreational uses immediately surrounding the site, including agriculture, ecclesiastical and one or two non-G&T residential properties.</p> <p>The site is very close to the road (Cemetery Lane) however there is just an agricultural field on the other side of the road, so need for acoustic screening</p>	Site appears to be somewhat uneven and on sloping land	Residential (G&T) properties lie immediately adjacent to the site	<p>Site does not have existing sewerage coverage, nearest coverage is approx. 200m from the site.</p> <p>(Proximity to other utilities unknown)</p>	<p>Site has safe walking access to it.</p> <p>Following amenities/facilities are within 1.2km via existing access routes (i.e. 15 min walk):</p> <ul style="list-style-type: none"> - Nearest bus stop - Drift Lane (568m) - Murco (Petrol Stn) (873m) - George and Dragon Surgery (Doctors) (984m) - The Co-Operative Food (Convenience Store) (955m) - Rowlands Pharmacy (1017m) - Westbourne Parish Hall (1135m) - Westbourne Primary School (953m) - Westbourne Meeting Place (1132m)

WE06	Cemetery Lane North, Westbourne	4	Immediately and up to 2023	<p>The site itself is free from flood risk, though there is some surface water risk associated with the access, though this is an existing access and is already being used by the wider site.</p>	<p>Site lies wholly within 'Contaminated Land for Consultation (KEYVAL ZZZZYERCE987) - the land is adjacent to former military land, since used for mixed uses including some industrial / commercial uses.</p> <p>Close to Cemetery Land Historic Landfill Site</p> <p>Site not included in CDC Brownfield (BLR) and no BLR land near by</p>	<p>Site adjoins an existing G&T site on the western boundary (shares existing G&T access road). Light commercial use to the east of the site with further existing G&T use further to the east. Cemetery to the south west, residential properties within 250m of the site</p> <p>(not compatible owing to land being contaminated)</p>	Not within a National Park or AONB	<p>Approx. 300m E of SDNP</p> <p>Not adjacent to an AONB</p>	<p>The site is not within or immediately adjacent to any habitat sites (But see SSSI IRZ details below):</p> <p>The site lies within SSSI IRZ OBJECTID 25089. It does not meet any of the criteria for consulting Natural England, however the following notes from the IRZ are relevant:</p> <p>(i) "For new residential development in this area financial contributions are required to mitigate increased recreational disturbance on coastal SPAs and Ramsar Sites. Check with Local Planning Authority."</p> <p>(ii) "SOLENT NUTRIENT IMPACT AREA. For new development with overnight accommodation Reg 63 of the Conservation of Habitats and Species Regulations 2017 must be applied. LPA to refer to Natural England's Solent Nutrient Neutrality Advice Note June 2019."</p>	The site does not lie within or immediately adjacent to a Local Wildlife Site (LWS)	<p>There is safe and suitable vehicular access already in place.</p>	<p>Site does not adjoin any defined settlement boundary but lies only approx. 300m from one (Westbourne). Does not appear to have a safe pedestrian access route to Westbourne at present. Direct road access to Westbourne via Cemetery Lane.</p> <p>Site appears to be within an existing G&T site. A number of other light commercial / recreational uses immediately surrounding the site, including agriculture, ecclesiastical and one or two non-G&T residential properties.</p> <p>Visual and acoustic screening provided by existing fencing and mature vegetation (as well as distance from non-G&T residential properties by existing G&T pitches/ plots and open countryside)</p>	<p>Site appears to be somewhat uneven and on sloping land</p>	<p>Residential properties (G&T) immediately adjacent to the site</p> <p>Site does not have existing sewerage coverage, nearest coverage is approx. 200m from the site.</p> <p>(Proximity to other utilities unknown)</p>	<p>Site has safe walking access to it.</p> <p>The following amenities/ facilities are within 1.2km via existing access routes (i.e. 15 min walk):</p> <ul style="list-style-type: none"> - Nearest bus stop - Lingfield Close (575m) - Murco (Petrol Stn) (841m) - George and Dragon Surgery (Doctors) (952m) - The Co-Operative Food (Convenience Store) (923m) - Rowlands Pharmacy (985m) - Westbourne Parish Hall (1100m) - St John the Baptist Church (including Daisy Chain Nursery) (1070m) - Westbourne Primary School (921m) - Westbourne Meeting Place (1100m)
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Appendix 5 – Gypsy and traveller and travelling showpeople windfall analysis

Gypsies and travellers

2012 – 2013 = 1

1 qualifying permission for a single pitch:

11/04328/COU: Retrospective change of use of land to caravan site for the stationing of one mobile home for occupation by gypsy family. Permitted 28 June 2012.

2013 – 2014 = 20

13/03787/FUL, Land West Of Hopedene, Common Road, Hambrook - Proposed change of use of land to form 12 no. pitch site comprising the stationing of 12 no. mobile homes for settled gypsy accommodation. This was permitted on 26 March 2014. (12 pitches)

13/03158/FUL | The use of land for the stationing of 3 no. mobile homes and 1 no. touring caravan for settled accommodation, the retention of access and formation of hard standing. The erection of 4 no. stables and tack room, and retention of use of former agricultural barn to provide ancillary utility area in connection with the use of the land as a private gypsy and traveller site. | Land At Lakeside Barn Hunston Road Hunston Chichester West Sussex PO20 1NP, permitted 07 Mar 2014. The application form specifies that this proposal comprises 4 units of accommodation i.e. 4 pitches.

Appeals allowed

11/05313/FUL Cowdry Nursery, 1 pitch, allowed 28/06/2013

12/01036/FUL | Change of use of land to a single permanent Gypsy and Traveller site for the stationing of a single static mobile home; single shed; dog kennels and stable building. | Paddock View Drift Lane Bosham Chichester PO18 8PR, allowed 28/06/2013 (1 pitch)

12/02077/FUL | The use of land for the stationing of caravans for residential purposes for 2 no. gypsy pitches together with the formation of additional hard standing and utility/ dayrooms ancillary to that use. | Land East Of Nutbourne Park Nutbourne West Sussex, allowed 24 April 2013 (2 pitches)

2014 – 2015 = 20

This comprises the 19 set out below plus 1 on appeal.

- 14/01678/FUL | Full application for demolition of existing stable / store and proposed change of use of land to provide two additional mobile homes pitches and one additional utility building for settled gypsy accommodation (total 5 pitch site) revised application further to permission granted under SB/13/03608/FUL for proposed change of use of land to three pitch site comprising the stationing of three mobile homes for settled gypsy accommodation and the construction of three associated utility buildings. | Land South Of Green Orchards Inlands Road Nutbourne West Sussex - permitted Mon 28 Jul 2014 = 5 pitches

- 14/01267/FUL | Provision of four mobile home pitches for occupation by gypsy/travellers (as defined in Planning Policy for Traveller Sites) and erection of three timber-clad utility buildings. | Land East Of Tower View Nursery West Ashling Road Hambrook Funtington West Sussex permitted Mon 28 Jul 2014 = 4 pitches
- 14/00884/FUL | The proposed re-siting of existing mobile home, proposed additional 6 pitch site including the provision of utility buildings for settled gypsy accommodation, re-positioning and widening of existing access following removal of existing stables and hay barn | Littleacre Keynor Lane Sidlesham Chichester PO20 7NL permitted Fri 27 Jun 2014 = 6 pitches
- 13/03867/FUL | The use of land for the stationing of caravans for residential purposes for 1 no. gypsy pitch together with the formation of additional hard standing and utility/dayrooms ancillary to that use and stable block for the stabling of horses. | Land West Of Harwood Cemetery Lane Woodmancote Westbourne West Sussex permitted Wed 09 Apr 2014 = 1 pitch
- 13/03608/FUL | Proposed change of use of land to three pitch site comprising the stationing of three mobile homes for settled gypsy accommodation and the construction of three associated utility buildings. | Land South Of Green Orchards Inlands Road Nutbourne West Sussex application permitted Thu 03 Apr 2014 = 3 pitches

Appeals allowed:

12/02732/FUL | Removal of condition 3 attached to appeal decision reference APP/L3815/A/33/2153947 (LPA reference CH/10/04468/FUL) to allow permanent permission for the use of the land as a single pitch gypsy site. | Plot B Pond Farm Newells Lane West Ashling Chichester West Sussex PO18 8DF, allowed 15/05/2014

2015 – 2016 = 0

There was a permission for 12 pitches at Hopedene, but this was a variation of an existing permission and hence has not been counted.

2016 – 2017 = 16

15/03023/FUL | Change of use of land to a single pitch site including utility building for settled gypsy accommodation. | Field West Of Beachlands Nursery Newells Lane West Ashling West Sussex, permitted 29 April 2016. (1 pitch)

Appeals allowed:

14/01217/FUL | Provision of 5 Gypsy and Traveller pitches incorporating the re-design of an existing pitch (including the removal of stables granted in permission WE/13/03867/FUL) and the use of land for the stationing of caravans for residential purposes for an additional 4 no. gypsy pitches, together

with the formation of additional hard standing and utility/ dayrooms ancillary to that use. | Land West Of Harwood Cemetery Lane Woodmancote Westbourne West Sussex, allowed 12/04/2016

15/02504/FUL | Change of use of land from equestrian use to half equestrian and residential gypsy and traveller site with the erection of barn and 2 no. stable buildings. | Land South Of The Stables Scant Road East Hambrook West Sussex PO18 8UB – application form confirms that the permission is for 10 residential units. Allowed 7 February 2017

16/01529/FUL | Use of land as a single pitch private gypsy plot. Resubmission of WE/15/01114/FUL. | The Meadow Cemetery Lane Woodmancote Westbourne West Sussex, allowed 6 February (1 pitch)

2017 – 2018 = 2

16/03454/COU | Change of use of land to a private gypsy and traveller caravan site consisting of 2 no. pitches each would comprise 1 no. mobile home, 1 no. touring caravan, 1 no. utility building and associated works. | Land Adjacent To Westbourne Gypsy Site Cemetery Lane Woodmancote Westbourne West Sussex, permitted 8 June 2017

2018 – 2019 = 2

17/01191/FUL | Change of use of land for stationing of caravans for residential purposes for 2 no. gypsy pitches with 2 no. caravans on each pitch together with formation of hard standing and ancillary dayroom. | Land At 6 Oaklands West Ashling Road Hambrook Funtington West Sussex, permitted 16 Nov 2018

2019 – 2020 = 6

19/02580/FUL | Change of use of land to a single permanent Gypsy and Traveller site for the stationing of a single static mobile home; single shed; dog kennels and stable building - Variation of condition 2 of planning permission 12/01036/FUL (APP/L3815/A/12/2179869) Change of use of land to a single permanent Gypsy and Traveller site for the stationing of a single static mobile home; single shed; dog kennels and stable building. | Paddock View Drift Lane Bosham Chichester PO18 8PR, permitted 27 Nov 2019 (1 pitch)

18/03132/FUL | Change of use of land to a private gypsy and traveller caravan pitch consisting of 1 no. mobile home, 1 no. touring caravan and 1 no. utility/day room with associated works. | Racton View Marlpit Lane Hambrook Westbourne PO10 8EQ, permitted, 08 Nov 2019 (1 pitch)

Appeals allowed:

18/01173/FUL | Change of use of land from agricultural land for stationing of caravans for residential purposes by 3 gypsy-traveller families with facilitating development (utility buildings, hard standing, widened gateway, septic tank and landscaping). | Land South Of Recreation Grounds At Junction Of Keynor Lane Sidlesham West Sussex, allowed 12/09/2019 (3 pitches)

18/01191/FUL | Continued stationing of a Gypsy/Traveller's mobile home. | Little Oaks The Bridleway Newells Lane West Ashling Chichester West Sussex PO18 8DF (1 pitch) allowed 06/06/2019

2020 – 2021 = 5

20/01331/FUL | Change of use of land to Gypsy and Traveller caravan site consisting of a single pitch, 1 no. mobile home and 1 no. utility dayroom (resubmission of SI/20/00647/FUL) | Melita Nursery Chalk Lane Sidlesham Chichester West Sussex PO20 7LW, permitted, 24 Mar 2021 (1 pitch)

20/00638/FUL | Use of land as a Gypsy and Travellers caravan site consisting of 1 no. pitch containing, 1 no. mobile home and 1 no. touring caravan. | Plot C2 Pond Farm Newells Lane West Ashling Chichester West Sussex PO18 8DF, permitted 27 Nov 2020 (1 pitch)

20/00642/FUL | Use of land as a Gypsy and Travellers caravan site consisting of 2 no. pitch containing 1 no. mobile home and 1 no. touring caravan. | Plot C2a And Cb Pond Farm Newells Lane West Ashling Chichester West Sussex PO18 8DF, permitted 25 Feb 2021 (2 pitches)

19/03030/FUL | Use of land as a gypsy and travellers caravan site consisting of 1 no. pitch containing 1 no. mobile home and 1 no. touring caravan. | Plot F Pond Farm Newells Lane West Ashling Chichester West Sussex PO18 8DF, permitted 03 Apr 2020 (1 pitch)

2021 – 2022 = 13

Application ref:	Address	Description	Number of additional pitches
21/00322/FUL	Land South Of Telephone Exchange Selsey Road Sidlesham	increase number of gypsy-traveller pitches from 3 to 4 including	1
20/01330/FUL	Land Adjacent To Melita Nursery Chalk Lane Sidlesham	Change of use of land to travellers caravan site consisting of 2 no. pitches each containing 1 no. mobile home and ancillary development (re-submission of 19/02876/FUL).	2
20/02009/FUL	Land North West Of Newbridge Farm Salthill Road Fishbourne	Change use of land to travellers caravan site consisting of 3 no. pitches each containing 1 no. mobile home, 1 no. touring caravan, 1 no. utility dayroom; play area and associated works (Resubmission of CC/19/02579/FUL).	3

19/03043/FUL	Field South Of Green Lane Piggeries Ham Road Sidlesham	Change of use of land as private gypsy and traveller caravan site (variation of condition 2 of planning permission SI/14/04058/COU (APP/L3815/W/3019459- to make the temporary permission permanent).	1
20/02009/FUL & 19/02579/FUL	Land North West Of Newbridge Farm Salthill Road Fishbourne	19/02579/FUL is for 4 pitches while 20/02009/FUL is for 3.	4
21/01234/FUL	Melita Nursery Chalk Lane Sidlesham	change of use of land to Gypsy and Traveller caravan site consisting of a single pitch, 1 no. mobile home and 1 no. utility dayroom (alternative layout and access arrangement to the scheme approved under application SI/20/01331/FUL).	1
21/03138/FUL	Land And Buildings South Of Little Willow Hunston Road	Change of use of land to private gypsy and traveller caravan site consisting of 1 no. mobile home, 1 no. touring caravan, 1 no. utility dayroom and associated development	1

2022 – 2023 = 11 (Officer research)

21/02905/FUL	Land Adjacent To Plot A Pond Farm North Newells Lane West Ashling	he use of land as a travellers caravan site consisting of 2 no. pitches and associated development.	2
21/01714/FUL	Plot A Pond Farm Newells Lane West Ashling	1 no. additional travellers caravan pitch consisting of 1 no. mobile home and 1 no. touring caravan and associated works, within red line of existing consent CH/19/02880/FUL.	1

19/03112/FUL	Melita Nursery Chalk Lane Sidlesham	Change of use of land to rear of dwelling for siting of residential caravans for 7 no. pitch Gypsy Traveller site with associated development (hard standing fencing and 3 no. utility buildings).	7
20/00047/FUL	Hopedene Common Road Hambrook Westbourne	Change use of land to a single private gypsy pitch with associated hardstanding and day room.	1

Travelling showpeople windfall analysis

2012 – 2013 = 0

2013 – 2014 = 10

11/05305/FUL | Use of land as two pitch travelling shows persons site, including the provision of an area of hard standing for the storage and maintenance of equipment and machinery. | Land South East Of Tower View Nursery West Ashling Road Hambrook Funtington West Sussex (2 plots), permitted 09 Aug 2013

13/00529/FUL | Use of land as a caravan site for the stationing of 6 no. residential static caravans each with an associated non residential touring caravan for show people and staff. Associated equipment maintenance and storage area. | 3 Coneleys Yard 1 Jury Lane Sidlesham Common Chichester West Sussex PO20 7PX. Application for specifies that the proposal is for 6 units of accommodation. Permitted 05 Mar 2014

13/02886/FUL | Change of use from agricultural land to Travelling Showpeoples site. | Land To The Rear Of Fairways Priors Leaze Lane Hambrook Chidham West Sussex. The conditions specify that the permission is for up to 3 plots, though the planning statement suggest that it's just a net gain of 2. Permitted 20 Dec 2013.

2014 – 2015 = 1

14/03861/FUL | Change of use of land to a single pitch travelling showpersons site. | Five Paddock Farm Bracklesham Lane Bracklesham Bay Chichester PO20 8JF, (1 plot). Permitted 06 Jan 2015.

2015 – 2016 = 5

15/03539/FUL | Use of land as single pitch travelling showpersons site, additional plot to that permitted under EWB/14/03861/FUL. | Paddock Barn Bracklesham Lane Bracklesham Bay Chichester PO20 8JF. 1 plot. Permitted 17 Dec 2015

14/04213/FUL | Proposed change of use of land to provide four travelling showmans yard family plots (comprising a total of 12 no. mobile homes). | Land South Of Fair Acre Priors Leaze Lane Hambrook Chidham West Sussex. The conditions and committee report clarify that the permission is for 4 plots. Permitted 02 Jun 2015

2016 – 2017 = 5

15/04086/FUL | Change of use of land to provide 4 no. travelling show person's plots. | The Old Army Camp Cemetery Lane Woodmancote Westbourne West Sussex. Permitted 05 Aug 2016

16/02434/FUL | Use of land as a single pitch travelling showpersons site. | Five Paddock Farm Bracklesham Lane Bracklesham Bay Chichester West Sussex PO20 8JF. Permitted 18 Nov 2016

2017 – 2018 = 1

Appeal allowed:

15/03965/FUL | Retention of 1 no. mobile home to serve the dual purpose of providing a single travelling show persons pitch and a single Gypsy pitch. | The Woodlands Marlpit Lane Hambrook Westbourne PO10 8EQ. 1 plot. Allowed 29 June 2017

2018 – 2019 = 0

2019 – 2020 = 1

19/01582/FUL | Use of land as a single pitch travelling showpersons site. | Five Paddock Farm Bracklesham Lane Bracklesham Bay Chichester West Sussex PO20 8JF. Permitted 15 Aug 2019

2020 – 2021 = 0

2021 – 2022 = 1

20/02299/FUL | Change of use of land as a travelling showpersons site. | Mans Rest Bracklesham Lane Bracklesham PO20 8JF. Permitted 31 Mar 2021

Appendix 6 – travelling showpeople site area analysis

Introduction

According to paragraph 9 of the Planning Policy for Traveller Sites (PPTS) 2015, Local Planning Authorities should set plot targets for Travelling Showpeople (TS) which address the likely permanent and transit site accommodation needs of traveller in their area. Policy F for the PPTS compels LPA to have regard to the need that TS have for mixed-used yards to allow residential accommodation and space for storage of equipment.

This analysis seeks to determine the specific accommodation requirements and associated needs of Travelling Showpeople in the plan area. Its focus is to consider plot requirements, in terms of scale and attributes, following analysis of existing yards in the plan area, and the review of available guidance as well as comparable information for other LPA areas. A required outcome is the determination of a representative plot size to enable appropriate provision in the delivery of plots to address needs.

Relevant Guidance

There is an absence of definitive guidance regarding TS plot size and design. The Ministry of Housing, Communities and Local Government's good practice guidance for designing gypsy and traveller sites (2008, withdrawn in 2015) did not provide specific guidance for TS sites. A Department for Communities and Local Government Circular, published in August 2007 (and replaced by the PPTS) provides some guidance on planning aspects for travelling showpeople. This includes the need to consider the stationing of vehicles on the site and on-site business activities, including the repair of equipment. The provision of adequate landscaping and play areas for children is also considered.

The Showmen's Guild of Great Britain produced guidance on model standards for Travelling Showpeople's sites (2007), referenced within the withdrawn MHCLG guidance. The Guild advised that site density should not exceed 20 caravans per hectare, calculated on the basis of usable area allocated for residential purposes. This provides a guideline measure for individual unit plots to exceed 500 square metres to ensure adequate provision of residential space.

The Showmen's Guild issued updated best practice guidance on the provision of showmen's permanent parking sites in 2008. This includes a general rule that showmen's yards accommodating an extended family of five showmen/households (with associated caravans, vehicle and equipment) should be provided in half acre (approx. 2000 sqm) sites. This provides an average of 400sqm per residential unit. It is noted the extended family would typically comprise elderly/retired members, and that a yard housing five fully active showmen households would require further space for equipment.

The plot size requirements advised by the Guild are reflected within North Yorkshire's Accommodation Requirements of Showmen study, published in 2009. During interviews, Showmen indicated that an 'ideal' yard size of 0.5 – 1 acre (2000-4000sqm) would provide space for equipment and multiple residential accommodation plots, allowing for household growth. The optimum number of households per yard was considered to be between six and ten.

Studies from other authority areas reference 0.5 acres as a minimum plot size for TS yards (Tonbridge and Malling Borough Council GTAA 2022 and Sevenoaks District Council GTAA 2022). This figure is understood to refer to yard size as per the Guild guidance, rather than for individual plots or units within a yard.

Chichester District Sites

A review of TS plots permitted within Chichester District since September 2012 confirmed that all proposed development provided for storage and maintenance areas, in addition to and separate from residential areas, as well as space provision for vehicle parking, amenity and access. There was variance in plots with regards to the number of caravan or mobile home units permitted within a single plot, ranging from one to six units, with associated additional touring caravans, parking and storage (see table below). It is noted, however that several plots were proposed to be sited adjacent to existing plots/yards housing extended family members and could therefore be considered expansions of existing sites.

Whilst acknowledging the variation in residential units, as well as the relatively small analysis sample from the 19 plots permitted, an average plot size of approximately 1500 square metres was calculated. This is below the 2000 square metres recommended yard size, but exceeds the Guild's advised minimum residential unit size of 400 sqm. It is therefore assessed that the average size calculated for permitted plots within the Chichester District is a realistic figure which can be used to support the determination of site suitability when addressing current need.

Permitted Site / Yard	Plots	Total Site Area (sqm)	Plot Area (sqm)	Description
Mans Rest, Bracklesham Lane (20/02299/FUL)	1	1300 (as per nitrate statement)	1300	Single plot for twin-unit caravan, hardstanding with space for touring caravan and two cars. Existing hay barn and stables for use as storage. Sewage treatment plant and reed bed. Amenity space. Adjacent to 4 plots occupied by relatives.
Five Paddock Farm, Bracklesham Lane (19/01582/FUL)	1	2200 (measured from block plan)	1200	Single plot for twin-unit caravan. Parking for two vehicles, driveway and equipment storage area and amenity space. Approx. 1000sqm of site is separate grass/amenity space. Adjacent to 3 plots occupied by relatives.
Five Paddock Farm, Bracklesham Lane (16/02434/FUL)	1	1600 (measured from block plan)	1600	Single plot for twin-unit caravan. Parking for touring caravan and flat bed trailers. Equipment storage space and amenity area. Driveway. Adjacent to 2 plots occupied by relatives.
The Old Army Camp, Cemetery Lane (15/04086/FUL)	4	9400 (from application)	1550 (measured)	Individual plots comprise two mobile homes, two touring caravans, two parking spaces, recreation area and storage and maintenance area. Excludes driveway area. Increased provision within existing yard.
Paddock Barn, Bracklesham Lane (15/03539/FUL)	1	1300 (measured from block plan)	1300	Single plot for twin-unit caravan, amenity area, hardstanding for parking and equipment storage and access road/driveway. Includes

				ecological buffer area. Increased provision within existing yard.
Land South of Fair Acre, Priors Leaze (14/04213/FUL)	4	9200 (measured from block plan)	1900 (measured)	Individual plots comprise three mobile homes, two touring caravans and one specialist caravan, three parking spaces, recreation area and storage and maintenance area, and landscaping. Excludes access road. Adjacent to plot occupied by relatives.
Five Paddock Farm, Bracklesham Lane (14/03861/FUL)	1	1,100 (measured from block plan)	1100	Single plot for caravan, amenity area, equipment storage and hardstanding for parking and access road. Includes ecological buffer area.
Land to the Rear of Fairways, Prior Leaze Lane (13/02886/FUL)	3	13400 (from application)	1350	Individual plots comprise three mobile homes, two touring caravans, two parking spaces, storage and maintenance area and recreational area. Excludes access road and greenfield area. Adjacent to plots occupied by relatives.
3 Coneleys Yard, 1 Jury Lane (13/00529/FUL)	1	1600 (from application)	1600	Comprises six residential caravans and 6 touring caravans, equipment maintenance and storage area and access road. Increased provision within existing yard
Land South East of Tower View Nursery (11/05305/FUL)	2	2800 (measured from block plan)	1400	Site comprises two plots sharing hardstanding area for parking and storage and maintenance as well as landscaping/boundary planting.
Average Plot Area			1500	