

Meeting the needs of travellers: Background Paper

Wycombe District Local Plan:
June 2016



Contents

1. Introduction	3
2. Policy Context	3
3. Strategy for Travellers	4
4. Setting the requirements	11
5. Provision of sites to meet the requirement	13
6. Site Assessments	16

Appendices

Appendix A: Site Assessment Proformas

Appendix B: District-wide map of sites in the district

1.0 Introduction

Purpose of the Report

- 1.1 Government policy requires local planning authorities to set targets for traveller pitch provision which address the likely permanent and transit site accommodation needs of travellers in their area. It also requires LPAs to provide a supply of traveller sites against these locally-set targets.
- 1.2 This paper sets out an overview of these targets, and an explanation of the strategy and sites which WDC is proposing to meet them, together with assessment of sites which are being considered to help meet future requirements.

2.0 Policy Context

National Policy

- 2.1 At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development which for plan-making means that local planning authorities should positively seek opportunities to meet the development needs of their area unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.
- 2.2 National planning policy on traveller sites is outlined in the statement Planning Policy for Traveller Sites (PPTS), which is to be read in conjunction with the NPPF.
- 2.3 PPTS states that local planning authorities (LPAs) should:
 - Prepare and maintain an up-to-date understanding of the likely permanent and transit accommodation needs of their areas over the lifespan of their development plan, working collaboratively with neighbouring local planning authorities;
 - Use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions;
 - 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 LPAs;
 - Identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally-set targets;
 - Identify a supply of specific, developable sites, or broad locations for growth, for years 6 to 10 and, where possible, for years 11-15;

- 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
- Protect local amenity and environment.
- Set criteria to guide land supply allocations where there is identified need and criteria-based policies to provide a basis for decisions on planning applications which come forward.

2.4 The PPTS also contains a range of more detailed guidance for the selection and assessment of sites and site proposals. An overview of this guidance is set out in the later section of this report which covers the criteria for site assessments.

2.5 The NPPF, together with the national Planning Practice Guidance (PPG), also contains guidance on a range of other issues which should be considered in the formulation of a planning strategy for meeting the needs of travellers. These include:

- Flood risk
- Health and well-being
- Noise
- Land affected by Contamination
- Water supply, wastewater and water quality

3.0 Strategy for travellers

What has been taken into account?

3.1 In developing a strategy for meeting the requirements for additional pitches and plots, WDC has taken a number of issues and pieces of evidence into account. These include:

- The requirements for additional pitches and plots set out in the most up-to-date Gypsy and Traveller Accommodation Needs Assessment (Bucks GTAA Update 2016 – at the time of writing, the full report is awaited, but the figures setting out the requirement have been issued to the Bucks councils by consultants ORS so these are the figures which have been used in this report);
- the recommendations of recent studies including the Bucks GTAA (original version 2013 as well as the 2014 Update), and the Gypsy, Traveller and Travelling Showpeople Sites Study carried out for the Council by Baker Associates in 2010;
- An overview of the existing geographical pattern of traveller site provision in the District as well as local policies and issues which are relevant to the process of planning for future provision,

3.2 The original Bucks GTAA, published in 2013, provided a series of recommendations on how to develop a strategy for provision of traveller sites. These included:

- Safeguard existing permanent traveller sites, to ensure that existing needs continue to be met;
- Identify broad geographical locations in local plans specifying that the identification of further sites should focus on these locations where appropriate;
- Allocate private sites in suitable locations through the Local Plan;
- Explore opportunities to develop any new public sites within the most sustainable locations;
- Investigate instances where non-Gypsies and travellers are occupying existing pitches, and make these pitches available to the travelling community where possible;
- Investigate the potential from existing sites to achieve additional pitches/plots;
- Identify a reserve supply of sites, beyond the minimum requirement, which could be brought forward in the future if required;
- The development of suitable criteria-based policies for planning applications;
- Supporting planning applications on the most appropriate sites, where these criteria have been met;
- Noting that Romany Gypsies and Irish Travellers have separate traditions and may not be prepared to share sites. Similarly, travelling showpeople are unlikely to share sites.
- existing sites should be safeguarded, to ensure that needs continue to be met in perpetuity;

3.3 The study also advised that:

- the identification of additional pitch provision should take into account where the need arises;
- the Councils should be reasonably flexible about the location of small private sites;
- the Councils should investigate the potential from existing sites to achieve additional pitches/plots either through increasing the capacity within existing boundaries or through site extension onto adjoining land;
- the Councils should also undertake site assessment work to identify new sites to meet identified future Gypsy and Traveller needs.

3.4 Previously, the Council had commissioned Baker Associates to carry out a study of potential sites for travellers in the District in 2009. The study, published in 2010, produced a shortlist of sites and also produced recommendations on approaches to site delivery, including:

- Identification of suitable small sites for an individual family pitch (possibly with space for future expansion to meet the needs of younger family members) which can be purchased on the open market;
- Identification of medium sized sites (small 1-5, medium 6-12 pitches) which can be purchased on the open market;
- Provision of pitches as part of the allocation of large strategic housing sites, put forward as part of the development of mixed and balanced communities. Developers would be required to provide land for pitches which could be provided on an open market (privately owned and managed) and/or affordable *public owned and managed) basis. The

report recognised, however, that this had not been raised in consultations and that its impact on achievement of affordable housing and other community benefits on these sites would need to be assessed.

- Identification of medium-sized sites which could be publicly owned and managed (by BCC, an RSL or possibly WDC) for the provision of affordable pitches. The report recommended that this approach should be investigated further.
- Identification of the potential for purchase/use of vans on mobile home parks to meet affordable needs. The report, however, recognised that this approach had many potential pitfalls due to the impact on existing residential amenity. It recommended that whilst the approach should be investigated further, it was unlikely to be appropriate in Wycombe District.
- Examine the potential to accommodate additional pitches on existing sites. The study noted that this was particularly relevant for travelling families with older children looking for their own provision in close proximity to the family.

3.5 The GTAA 2013 also set out some recommendations on how to aid the most effective delivery of new pitches. These included:

- The release of GTTS sites should be managed to ensure a good fit with identified need;
- However, there is no direct correlation between existing and future needs and sites which may have potential to meet those needs. For example, a family may need further pitches in the future to meet the future needs from existing children, but their current site may not have capacity, whilst an existing family may not require pitches in the future but they may have a site where there is potential for future provision;
- It is important to note that the future availability of existing private sites to accommodate needs is entirely dependent on existing site owners being prepared to accommodate future needs on these sites;
- Romany Gypsies and Irish Travellers have separate traditions and patterns of movement and may not be prepared to share sites.
- There is therefore a strong likelihood that more than the bare minimum of sites will need to be identified and brought forward to provide a flexible and sufficient pool of sites to meet identified existing and future needs.

Geographical characteristics in Wycombe District

3.6 In Wycombe, there are a number of geographically-specific issues which also need to be taken account in the formulation of a strategy for future pitch provision, as explained below.

(i) Marsh area

3.7 In the area surrounding the hamlet of Marsh, in the northern-most portion of the District, a cluster of traveller sites has developed over recent years. These are small and medium-sized sites which, taken individually, do not impact on the proportion of travellers and non-travellers in the area. However, taken cumulatively, the numbers of pitches present in this area mean that there are

now an approximately equal number of permanent dwellings and traveller pitches across a roughly 3 sq km area. See district-wide map of sites in Appendix B.

- 3.8 In formulating the strategy, WDC notes government policy that “local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate, the nearest settled community” (PPTS, para 25).
- 3.9 Moreover, the particular context of Marsh is that the settled community is dispersed in a linear and scattered settlement, rather than a nucleated one with a central core. The traveller sites in this area sit in various directions from the hamlet with a particular cluster to the north-west at Marsh Lane, a short distance from the hamlet.
- 3.10 One of the advantages in planning terms for traveller sites in Marsh is that this area falls outside the Green Belt. It is also noted that the sites consist of various families who have gradually intensified and/or expanded their respective sites. Nevertheless, given the context of the relative population size of the settled/traveller community and the geographical nature of the settlements, it is considered that any additional traveller sites in this area over and above those identified in the Local Plan would be disproportionate to the settled community, and would therefore be contrary to government policy. **It is therefore considered that the strategy should not assess the potential for allocations for additional pitches (whether by way of site intensification, site expansion or new sites), or broad locations for growth, in this approximately 3 sq km area, as defined in Map 1.**
- 3.11 Existing commitments and planning applications which have already been submitted for additional pitches proposed in this area would not be affected by this restriction, and would be considered against existing policies. Such a restriction would also not remove the duty on WDC as local planning authority to consider all planning applications submitted on its merits, but it would restrict the area of search for potential further site allocations to the land outside this area.

Map 1 – Marsh area



(ii) Longwick area

- 3.12 There are two traveller sites – the Twin Oaks traveller site (which is split into two separate family-owned sites), and the Pettigrove travelling showpeople site – which are located on Lower Icknield Way, between Princes Risborough and Longwick. Whilst these are long-established sites, it is necessary to recognise the fact that they now fall within the area proposed to be designated as the Princes Risborough Expansion Area in the emerging Princes Risborough Town Plan, in which draft policy PRTP1 proposes a major residential-led mixed use expansion of the town.
- 3.13 The Concept Plan illustrated in the draft plan indicates that the area in which the traveller sites would be part of a wider area proposed as a green buffer between Princes Risborough and Longwick, and as providing open space to support the town expansion.
- 3.14 Whilst there is clearly no requirement for the traveller sites within this area to be relocated, the plan explains that the relocation of the existing Gypsy, traveller and travelling showpeople sites would facilitate fulfilling the ambition of the green infrastructure networks of the expansion. It clarifies that there is no requirement for the sites to remain within the expansion area. It also signals to those with an interest that, should they wish to do so, there is the potential for relocation, subject to the availability of suitable alternative sites.
- 3.15 Taking this approach forward, policy PRTP8 of the draft plan states:

The Council will permit development for Gypsy, Traveller and Travelling Showpeople accommodation outside the expansion area for the relocation of the existing sites within the expansion area, where the proposed Gypsy, Traveller or Travelling Showpeople site meets with national and local policies regarding such

provision and where the existing sites are brought forward in line with the policies in this plan.

3.16 So the criteria policy being formulated for traveller sites, alongside other relevant national and local policies, will provide a framework against which to assess policies which come forward for such sites. However, it is considered that, in order to ensure that the future role of this section of the Princes Risborough Expansion Area is not compromised, that **the strategy for traveller site provision should not assess the potential for allocations for additional pitches (whether by way of site intensification, site expansion or new sites) or broad locations for growth, within this area.**

(iii) Green Belt

3.17 Government policy states that traveller sites (temporary or permanent) in the Green Belt are inappropriate development, which by definition is harmful to the Green Belt and should not be approved, except in very special circumstances. The PPTS states that Green Belt boundaries should be altered only in exceptional circumstances. It states that if a LPA wishes to make an exceptional, limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site, it should do so only through the plan-making process and not in response to a planning application. If land is removed from the Green Belt in this way, it says, it should be specifically allocated in the development plan as a traveller site only.

3.18 WDC is committed to protecting the Green Belt, and believes that it has helped shape our towns and villages and played a vital role in preventing urban sprawl, ensuring towns and villages do not merge into one another and helped prevent development encroaching into the countryside.

3.19 One of the key characteristics of Green Belt is its permanence. However, the extent of housing need in the District means that WDC is considering all of the options available for allocating land for additional accommodation for the housing requirements of the settled population, and similarly an inability to find sufficient sites for traveller provision outside the Green Belt could be an exceptional circumstance for allocating sites in the Green Belt for additional traveller site provision, where suitable sites can be found.

3.20 In the case of Wycombe District, a large part of the District – almost half of the land area – is designated as Green Belt, which therefore limits the pool of land outside of this which can be considered for additional traveller accommodation. This pool of land is further limited when the restrictions in specific geographical locations outlined above, are taken into account.

3.21 There are a small number of existing sites in the Green Belt, where further requirements are likely to arise from household formation, and there are also other sites in the Green Belt which are either the subject of interest from travellers from previous planning applications or which are proposed for

potentially being removed from the Green Belt through the local plan for other uses, and which could also be assessed for their suitability as traveller sites.

- 3.22 It is therefore considered that these factors – the need to meet identified requirements, the limited pool of land able to be considered for allocations and the potential existence of suitable sites - may constitute exceptional circumstances which could justify a small number of sites in the Green Belt, subject to further consideration and testing of these site options through the local plan preparation process.
- 3.23 Such sites would be allocated and removed from the Green Belt as site insets and allocated specifically for traveller use. They could be a mixture of allocations at existing sites (including site intensification and conversions of temporary to permanent permissions) and new sites, where these are found to be suitable in all other respects.
- 3.24 However, it is considered that, in the longer-term, the area of search for broad locations for growth would be confined to areas outside the Green Belt (as well as areas outside the geographical locations referred to above). This is in order to provide certainty regarding the permanence of the Green Belt, in line with government policy.

The resulting strategy

- 3.25 The Council has taken board all of these policy guidelines and recommendations, in order to develop a strategy for meeting the future accommodation needs for all sections of the traveller community in Wycombe. In short, the key principles of the strategy are to:
- **Meet the District's pitch requirements in full, with the addition of a buffer provided for flexibility;**
 - **Safeguard existing sites to ensure that existing needs continue to be met;**
 - **Focus the search for additional pitch provision (over and above existing commitments and already-submitted applications) on existing sites (which are away from the Marsh area (as defined in Map 1) and are not those sites which fall within the Princes Risborough Expansion Area), where these are assessed as being suitable for additional provision,**
 - **If further pitches are needed over this source to meet the requirement arising in the first ten years of the plan, assess a further pool of sites for suitability, and consider allocating such sites if necessary;**
 - **Set out broad locations for growth to cater for the requirement arising after the first ten years of the plan, focusing away from the Green Belt, the Princes Risborough Expansion Area and the Marsh area (as defined in Map 1);**
 - **Set out a criteria-based policy for assessing planning applications. These considerations should also form the basis of a consistent, transparent set of criteria for assessing site options for additional pitch provision.**

4.0 Setting the Requirements

Background: The Bucks GTAA

- 4.1 In Wycombe's case, the District Council has been working collaboratively with the other districts in Buckinghamshire in recent years to assess the accommodation requirements of the travelling community. The Bucks Districts commissioned consultants ORS to produce a Gypsy and Traveller Accommodation Needs Assessment (GTAA) in 2012. The initial report was published in 2013 and this was updated in 2014 to take account of updated information and new assumptions on household formation rates.
- 4.2 So this is the most recent published GTAA, and it indicated that 21 net additional pitches were required in Wycombe District for the period 2013-28, and 1 plot for travelling showpeople.
- 4.3 However, a further update to the GTAA was commissioned in 2015 to take account of the government's revised policy statement issued in August 2015, which included a revised definition of travellers for planning purposes.
- 4.4 At the time of writing, this report is as yet unpublished. However, ORS has provided the Bucks Districts with the figures setting out the requirements for additional traveller pitches and plots arising from their survey work for the latest update. **For Wycombe District, these latest figures show that an additional 22 traveller pitches are required in Wycombe District for the period 2016-33, and 3 additional plots for travelling showpeople over the same period. The number of additional pitches required broken down by time periods (rolling requirement) is:**
- **2016-21: 11 additional pitches**
 - **2016-26: 16 (5 extra)**
 - **2016-33: 22 (6 extra)**
- 4.5 As mentioned above, national policy in the PPTS states that councils should:
- identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally-set targets.
 - Identify a supply of specific, developable sites, or broad locations for growth, for years 6 to 10 and, where possible, for years 11-15.
- 4.6 Whilst the PPTS requires allocations only for the first 5 years, allocating for the first 10 years is considered to be a more robust approach, and that is therefore the approach it is proposed to take for the local plan. So allocations are proposed to be made for the first 10 years of the plan, and broad locations for growth are set out for the years after that.

Deciphering between travelling and non-travelling households

- 4.7 Following the change in the definition of travellers introduced in last year's government policy statement (Planning Policy for Traveller Sites, August 2015), the latest figures from the GTAA Update 2016 has split the traveller requirement into households which are classed as travelling, those which are classed as non-

travelling and those for which the travelling status of households has not been ascertained (the 'unknown' element of need).

- 4.8 WDC has noted evidence of emerging practice in local plans whereby traveller policies cater only for the accommodation needs of those households defined as 'travelling'. In some of these emerging plans, the accommodation needs of those households defined as 'non-travelling' are provided through the conventional housing requirement. This has been described by a local plan inspector (for the Swales Local Plan in Kent) as a "pragmatic" approach and was supported by that Inspector.
- 4.9 Similarly, the interim findings of the inspector examining the Gloucester, Cheltenham and Tewkesbury Core Strategy has accepted the approach of discounting the requirement from non-travelling households in setting out the traveller pitch requirement. The inspector stated: "The accommodation needs of those people who are no longer classified as Gypsies, Travellers and Travelling Showpeople should be considered as part of the overall housing requirements addressed within the SHMA."
- 4.10 It should be acknowledged that this is an emerging area of work in which government policy is not yet fully clear. Moreover, the Council needs to further consider the practical implications of the new definition and options for meeting the requirement for non-travelling households. However, it does indicate that, for the purposes of the traveller site policy in the local plan, WDC could consider the option of discounting the non-travelling element of the pitch requirements.
- 4.11 It should be noted that, for the 'unknown' element of need, ORS have advised the Council that as a precautionary approach, this element of the need should be provided for on the assumption that these households are classed as travelling households.
- 4.12 **So for the purposes of setting a target for traveller pitches in the Local Plan, it is considered that there are two options for the Local Plan:**
- **Provide for travelling and unknown element only (Option A)**
 - **Provide for all requirements - travelling, non-travelling and unknown (Option B).**
- 4.13 Based on the latest set of figures received from the consultants, the figures – and the breakdown into the elements of need being catered for – are as illustrated in Table 1 below and the requirements in relation to the two options are set out in Table 2.
- 4.14 All figures incorporate an uplift to include a proportionate amount of extra pitches for a buffer. We have re-interpreted the phasing figures so that the first period allows for 5 years of requirement from adoption of the Plan (ie late 2017 or early 2018) resulting in a longer phasing period of 2016-23, followed by two 5 year periods to go up to the end of the Plan period in 2033.

Table 1: Traveller pitch requirements in Wycombe District

Travellers	No. pitches 2016-23	No. pitches 2023-28	No. pitches 2028-33	Total (2016-33)
Travelling or status unknown	5 (incl buffer of 1)	2	1	8
Non-travelling	10 (incl buffer of 1)	3	3	16
Total	15 (incl buffer of 2)	4	4	24
Travelling Showpeople (plots)	2 (incl buffer of 1)	1	1	4

Table 2 Traveller Pitch Requirements for Options A and B

Option	5-year requirement rolled forward from 2016 (2016-23)	10-year requirement (2016-28)	15-year requirement (2016-33)
A	5 (0 travelling + 4 unknown + 1 buffer)	7 (+ 2 extra unknown)	8 (+ 1 extra unknown)
B	15 (0 travelling + 4 unknown + 9 non-travelling + 2 buffer)	20 (+ 1 extra unknown + 3 extra non-travelling)	24 (+ 1 extra unknown + 3 extra non-travelling)

Please note: This table does not include requirements for Travelling Showpeople

5.0 Provision of sites to meet the requirement

5.1 Taking forward the strategy for travellers and the requirements for additional pitch provision outlined in the preceding sections, this section now provides further detail about how WDC intends to meet the accommodation requirements of travellers. This will look at the following sources:

(A) Vacant/available pitches, commitments and current applications

5.2 These are pitches which can be counted already against requirements. This source includes:

- recent permissions, planning applications already submitted where these are for suitable sites and sources of supply from vacant pitches;
- additional provision through the take-up of vacant pitches on permitted sites including, where appropriate, extra provision on such sites to accommodate requirements arising from household formation. In the case of Option B, It also includes take-up of vacant pitches to meet household formation

requirements of those households the GTAA has defined as non-travelling, subject to planning conditions being clarified and amended if necessary to enable these 'non-traveling' traveller households to benefit from these additional pitches;

- pitches which the GTAA has found to be occupied by non-Gypsies and travellers, as the Council is committed to taking enforcement action so that these pitches can be made available to the travelling community.

(B) Potential additional pitch provision at existing sites

5.3 This source includes additional pitches at existing sites through:

- Site intensification (more pitches on the same area)
- Site expansion (allowing the site to expand)
- Converting temporary permissions to permanent permissions

(C) New sites

5.4 The search for potential additional pitch provision at new sites focused on a site list drawn up from following sources:

- Previous planning applications
- Sites assessed in the Baker Associates study, including those which were shortlisted in the Council's Interim Policy Statement 2010
- The Call for Sites which was carried out as part of the Local Plan Options Consultation 2014
- Other potential sites which are proposed for other uses in the local plan, where these could potentially be suitable for traveller accommodation provision, including sites proposed to be removed from the Green Belt.

Broad Locations for Growth

5.5 As stated above, WDC considers that it is appropriate to identify Broad Locations for Growth for the latter part of the plan period. This will cater for the requirements arising after the first ten years of the plan.

Summary of potential delivery and site options to meet the requirement

5.6 Taking into account the requirements and strategy outlined in this paper, Table 3 below provides a summary of supply from the various sources identified in the lists above, and how this enables WDC to meet the requirements for additional pitches. The table outlines the source of the sites assessed where relevant.

5.7 The table also summarises other sites which have been assessed by the Council – either in this report or in the Baker Associates Study 2010 – and rejected as possible site allocations. The table summarises the reason for rejecting the site. For the detailed site assessments for these, please refer to the Baker Associates Study 2010 (apart from the Craycraf site which, as it was not assessed in the Baker Associates report, is assessed in this report).

5.8 See Appendix A for detailed site assessments for those sites assessed in this report.

Table 3: Summary of delivery and site options

Site and site ref Source of site and other comments	Additional pitch nos
(A) Vacant/available pitches, commitments and current applications	
The Willows, Marsh (GT012) Application permitted (16/05268/FUL)	2
Charlotte's Farm, Marsh Lane (GT008) Application under consideration (15/06133/FUL)	2
Vacant and available pitches. Includes optimising vacant pitches, including for household formation at existing sites and subject to clarifying conditions where sites are occupied by households defined as 'non-travelling' and pitches currently occupied by non-Gypsies and travellers.	7
Sub-total	11
(B) Potential additional pitch provision at existing sites	
The Nursery, Flackwell Heath (GT014) Application for site intensification under consideration (15/06045/VCDN).	1
Field Farm, Spurlands End Road, Great Kingshill (GT015) Conversion of existing temporary permission to permanent (see planning app ref 12/06652/FUL).	1
Sanfoin Farm, Wooburn Moor (GT013) Future site intensification opportunity.	1
Sub-total	3
RUNNING TOTAL	14
(C) New sites – options for future additional pitch provision	
High Barns, Cadmore End (GT016) Previous planning application refused (planning app ref: 13/08106/FUL). Also suggested in the 2014 Call for Sites.	4-8 (est, based on previous application)
Dry Banks, Oxford Road, Stokenchurch (GT017) Assessed in Baker Associates Study and shortlisted in Interim Policy Statement in 2010. Also suggested in the 2014 Call for Sites.	3-5 (est) based on small G&T site shortlisting in 2010 IPS.
Land at High Heavens, Booker (GT019) Site proposed for potential removal from the Green Belt.	3 (est)
Land adjacent to Old Horns Lane, Booker (GT020) Site proposed for potential removal from the Green Belt.	3 (est)
Sub-total	13-19 (est)
TOTAL	27-33
Other existing site options assessed and reasons for rejection	
The Willows, Marsh (GT012) – further expansion. <i>Discounted due to Marsh area approach</i>	2
Stables Farm (GT004) – new site in field near existing site <i>Discounted due to Marsh area approach</i>	4-6
Twin Oaks (GT001/2) – further intensification and expansion <i>Discounted due to Marsh area approach</i>	2 or more
Pettigrove (TS001) – expansion <i>Discounted due to Marsh area approach</i>	1 TS plot or more
Other new site options assessed and reasons for rejection	
Craycraf, Terrick (GT018) <i>Rejected due to landscape impact arising from access improvements which would be needed.</i>	2
Park Mill Farm, Princes Risborough – assessed in Bakers Study	1-12

<i>Now proposed as part of Princes Risborough expansion area, and doubts over deliverability</i>	
BOCM site, Stoke Mandeville – assessed in Bakers Study <i>Doubts over deliverability</i>	1-12
Abbey Barn North, High Wycombe – assessed in Bakers Study <i>Proposed as a housing site, and doubts over deliverability</i>	1-5
Storage site, Stokenchurch – assessed in Bakers Study <i>Doubts over deliverability</i>	1-5
Ashwells, Tylers Green – assessed in Bakers Study <i>Proposed as a housing site, and doubts over deliverability</i>	1-12
Land at Wycombe Air Park – assessed in Bakers Study <i>Proposed as an employment site, and doubts over deliverability</i>	n/a
West Yard, Saunderton – assessed in Bakers Study <i>Not known to be available</i>	n/a
Mobile Home Park, Rayners Avenue, High Wycombe – assessed in Bakers Study <i>Not known to be available and doubts over suitability</i>	n/a

Transit Accommodation

5.9 The original 2013 GTAA recognised that there is little evidence that there are any major regular or established travelling routes in Buckinghamshire or any information indicating a need for accommodation to be provided for anyone travelling through the area.

Travelling Showpeople

5.10 Whilst the GTAA Update 2016 is yet to be published at the time of writing, the figures provided to WDC by consultants ORS indicate a requirement for three additional plots up to 2031 to cater for household formation – with one additional plot being required in each five-year period of the plan. Even allowing for an additional plot as a buffer, it is considered that this level of additional need for plots can be accommodated through the site intensification of existing sites, subject to the criteria for pitches/plots, and any other relevant policies.

6.0 Site Assessments

Setting the criteria

6.1 National policy in the PPTS (para 11) states that, where there is an identified need for additional provision, criteria should be set to guide land supply allocations. It sets out some clear guidelines and principles on the type of criteria which should be used to guide site allocations for traveller pitches. These include the following:

- 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 (Policy B, para 10d)
- Protect local amenity and environment (Policy B, para 10e)
- Promote peaceful and integrated co-existence between the site and the local community (para 13a)

- Promote, in collaboration with commissioners of health services, access to appropriate health services (para 13b)
- Ensure that children can attend school on a regular basis (13c)
- Provide a settled base that reduces both the need for long-distance travelling and possible environmental damage caused by unauthorised encampment (13d)
- 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 (13e)
- Avoid placing undue pressure on local infrastructure and services (13f)
- Do not locate sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans (13g)
- 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 (13h)
- 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 settlement community (Policy C, para 14)

6.2 The NPPF also contains various policies which are relevant to all housing proposals, including those for traveller sites. These are being taken forward into policies in the local plan where appropriate, and are reflected in the criteria drawn up for assessments.

6.3 Locally, WDC has an existing policy in its Core Strategy which includes criteria, albeit this policy needs to be updated to reflect latest national policy requirements. WDC received recommendations on potential criteria to use, including the approach contained in the Bakers Study in 2010.

6.4 WDC has used all of the above to propose a set of criteria which seeks to enable the robust, consistent and transparent assessment of site options, taking into account the requirements of national policy.

6.5 This set of criteria is set out in the Table 4 below, together with a series of questions and likely issues to consider when appraising sites against the criteria.

6.6 It should be noted that, at this stage, we are focusing on suitability of sites rather than availability. Further work will be carried out to assess availability through contact with land owners, as part of the next stages of the local plan preparation.

6.7 It is presumed that, where sites are proposed in the Green Belt, exceptional circumstances will have been shown by the fact that the site could meet identified needs and is a suitable site.

Table 4: Site assessment suitability criteria

Key criteria	Likely issues/questions to consider
Is the site well-related to the existing settlement for access to services, and not isolated in the countryside by reason of distance or other barriers?	<ul style="list-style-type: none"> • How far is the site from the nearest settlement, and how easily can it be accessed by non-car modes of travel? • How well is the nearest settlement served by a range of services?
Does the scale of the site dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area?	<ul style="list-style-type: none"> • Is the site size appropriate to the local context in relation to the local settled population size and density, and in terms of provision of local infrastructure? • Does it dominate the nearest settled community?
Can the site be served by safe and convenient access to the highway network?	<ul style="list-style-type: none"> • What is the standard of the current access and highway arrangements at the site? • Is there potential for pedestrian/vehicular conflict or likelihood of any other major highway safety concerns at the site?
Can any unacceptable visual impact be minimised?	<ul style="list-style-type: none"> • What is the visual prominence and impact of the site from various public and private viewpoints, including from the highways, footpaths and surrounding residential properties?
Is there any unacceptable impact on the amenity of both future residents and neighbouring land users?	<ul style="list-style-type: none"> • How suitable is the site for future residents, including the space available and opportunity for a suitable level of privacy? • Are there any potential issues which could affect suitability for future residents (e.g. issues of noise, odour etc)? • Can the site be serviced by key utilities (water, sewerage, utilities)? • What is the impact of the site on existing neighbouring uses? • Is there likely to be any significantly adverse impact on the character and appearance of

	the area?
Would the site have any unacceptable impact on environmental/ecological assets which could not be minimised or mitigated?	<ul style="list-style-type: none"> • What are the key constraints/designations on/affected by the site? • Would the site have an adverse impact on environmental assets such as landscape, historic environment, biodiversity, waterways, open space and green infrastructure? • Would the site proposal affect existing trees and vegetation on the site?
Is the site in an area prone to flooding?	<ul style="list-style-type: none"> • What flood zone does the site fall within? • Is there any evidence of recent flooding events affecting the site?
ACHIEVABILITY	
Are there any other constraints to delivering the site?	<ul style="list-style-type: none"> • Are there any overriding constraints, such as alternative land uses, planning constraints, remediation work required or viability issues?
OTHER	
Are there any other site issues?	

7.0 Conclusions

7.1 Based on the latest requirements identified by ORS and the assessment of site options, the following overall conclusions can be drawn at this stage in the work:

- That the pitch requirements for Option A for the whole plan period can be met from recent permissions, taking up vacant plots, and through one additional site currently the subject of a planning application;
- That the pitch requirements for Option B for the first 10 years of the plan period can be met from the above (for Option A) and from some of the other sites that are set out in Table 3 that may be suitable. This would not result in additional pitch provision in the Marsh area other than the 1 site subject to an existing application, but could involve sites in the Green Belt for which exceptional circumstances would have to be demonstrated.

- The outcome of the consultation on the draft Local Plan proposals together with emerging practice and precedent elsewhere will be taken into account before finalising the approach for inclusion in the publication version of the Local Plan.

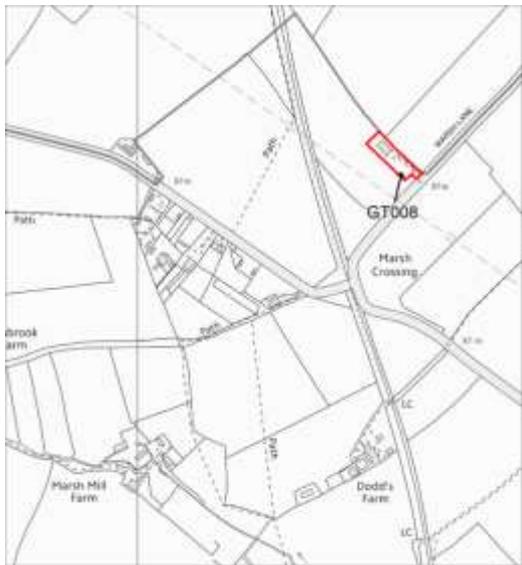
Appendix A: Site assessment proformas

Appendix A: Site Assessment Proformas

These site assessments were carried out in June 2016. Please note that they are assessments for the purposes of plan-making, and that their content does not remove the requirement for detailed information to support planning applications where appropriate. **Where sites were assessed and rejected in the Baker Associates Study (2010) please refer to this report for the full assessments.**

GT008: Charlotte's Farm, Marsh Lane, Bishopstone (0.25ha)

Current status/use: Existing traveller site
Proposal: Potential site intensification
Additional pitches: 2

Location	
	
Setting	This is a relatively flat site in a rural location in the far north of the district sitting against the district boundary and adjacent to the Aylesbury to Princes Risborough railway line.
Ward	Icknield
Parish	Great and Little Kimble cum Marsh

Site assessment

AVAILABILITY	
SUITABILITY	
Is the site well-related to the existing settlement for access to services, and not isolated in the countryside by reason of distance or other barriers?	<p>The nearest settlements are Marsh and Stoke Mandeville, which are both located under a mile from the site. There is no public transport provision at the site.</p> <p>Marsh is located on the other side of the Aylesbury to Princes Risborough railway line from the site, and would be reached using a circuitous route via Marsh Lane. Marsh is a hamlet which has very few services.</p> <p>Stoke Mandeville is a larger settlement in the neighbouring district, which has a range of facilities including a school, post office, recreation facilities and a railway station. Although the site is</p>

	in open countryside, its relative proximity to this settlement (approximately 0.7 miles away) means it is reasonably well placed for the range of services which it offers.
Does the scale of the site dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area?	Stoke Mandeville is a sizeable settlement and the proposed scale of the site would not dominate it. In the case of Marsh the evidence which WDC holds is that there are 73 households in the village and 28 authorised traveller pitches, meaning that the traveller households are more than a third of the settled community. Charlotte Farm, taken on its own, is a small site and site intensification on this scale would not dominate the scale of Marsh. Given its distance from Marsh, including from the cluster of existing traveller sites surrounding the hamlet, and the fact that it is separated by these other sites by the Aylesbury to Princes Risborough railway line, it is not considered that the cumulative impact of site intensification of this scale would dominate the existing settlement at Marsh. However, further numbers of pitches in this area, whether by way of further intensification or expansion, could have a greater cumulative impact in terms of the extent of traveller sites becoming disproportionate to the settled community.
Can the site be served by safe and convenient access to the highway network?	Yes - given that this is an existing site, the site is likely to be capable of being served by safe and convenient access to the highway network.
Can any unacceptable visual impact be minimised?	Yes – given the visual containment of the site (due to boundary hedging, the railway embankment and an earth bund), there is unlikely to be any unacceptable visual impact, although this would need to be assessed further in any planning application.
Is there any unacceptable impact on the amenity of both future residents and neighbouring land users?	Future residents: No – the site is considered to offer ample space and scope to create a good quality living environment. The impact of the adjacent railway line, the overhead power lines and the potential HS2 route running nearby is noted, but it is considered that these are features which are commonly present in urban areas and therefore that this should not be a reason to discount the site. Neighbouring land users: No – the site is located a significant distance from the nearest dwelling and therefore there would be no unacceptable impact.
Would the site have any unacceptable impact on environmental assets which could not be minimised or mitigated?	There are no environmental designations on or adjacent to the site, and it is not considered that it would have an unacceptable impact on existing environmental assets at the site.
Is the site in an area prone to flooding?	The site is not in a designated Flood Zone, but further detailed information on flood risk including from non-fluvial sources of flooding, would need to be provided alongside any future planning application.
ACHIEVABILITY	
Are there any other constraints to delivering the	The site is immediately adjacent to the HS2 Safeguarding area, and the route for the line

site?	would run to the north of the site. However, the site is not within this area and therefore this is not considered to be a reason to discount this site proposal.
OTHER Any other site issues?	No other known issues

GT014: The Nursery, Heath End Road, Flackwell Heath (0.2ha)

Current status/use: Existing traveller site
Proposal: Potential site intensification
Additional pitches: 1



Setting	The site lies in the Green Belt on gently sloping land, abutting the western edge of the built-up area of Flackwell Heath.
Ward	Flackwell Heath and Little Marlow
Parish	Chepping Wycombe

Site assessment

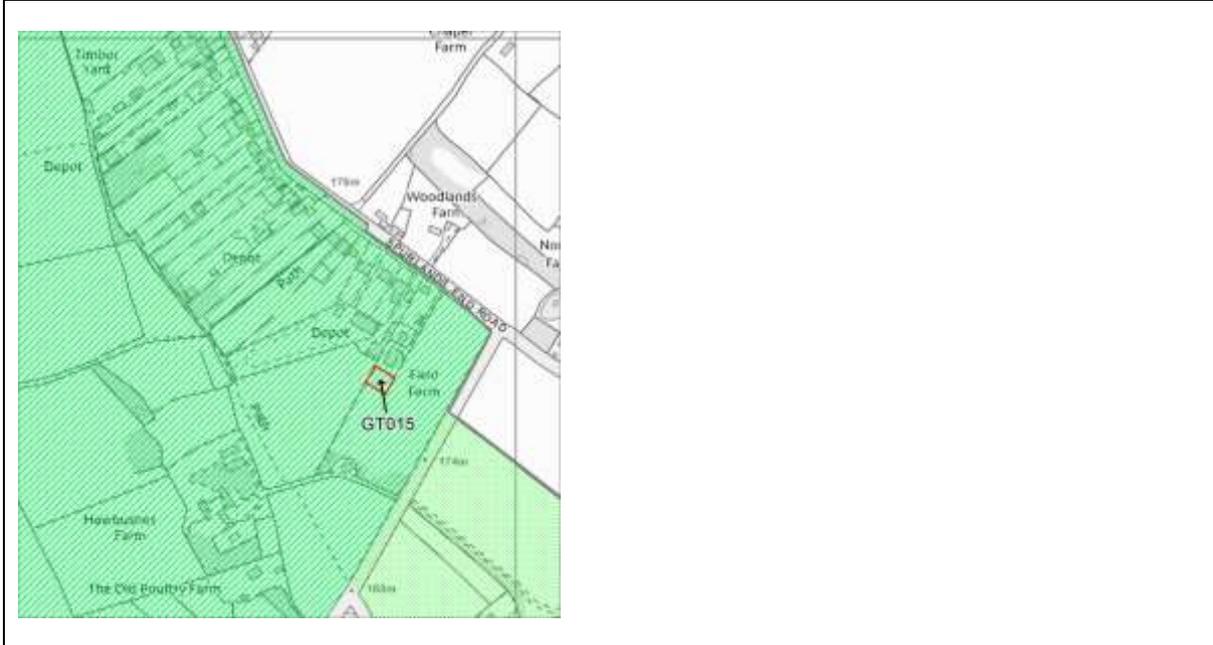
AVAILABILITY	
SUITABILITY	
Is the site well-related to the existing settlement for access to services, and not isolated in the countryside by reason of distance or other barriers?	Yes – the site is immediately adjacent to the settlement of Flackwell Heath, a large village with a range of services including a post office, food store, school and GP surgery. The site is served by bus routes between Flackwell Heath and High Wycombe.
Does the scale of the site dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area?	No – this is a small site sitting next to a large village with a population of almost 6,000.
Can the site be served by safe and convenient access to the highway network?	This is an existing site so highway access is likely to be acceptable, subject to further detailed consultation with the highway authority.
Can any unacceptable visual impact be minimised?	As this is intensification of an existing site which is already well-screened by boundary vegetation, the visual impact is likely to be acceptable, subject to further more detailed assessment at planning application stage.
Is there any unacceptable impact on the amenity of both future residents and neighbouring land users?	Future residents: Whilst concerns over the quality of the residential amenity area have been previously noted by officers, as this would be a modest intensification of the site it is not considered that this would be likely to warrant

	discounting this proposal. Neighbouring land users: The site is separated from existing residents by a public footpath and Heath End Road, and therefore is unlikely to have an unacceptable impact on amenity.
Would the site have any unacceptable impact on environmental assets which could not be minimised or mitigated?	There are TPOs on and adjoining the site and the proposal would need to be subject to more detailed assessment of the impact on the trees on the site.
Is the site in an area prone to flooding?	The site is not in a designated Flood Zone, neither is it identified as being at risk of surface water flooding. Sustainable Urban Drainage issues can be assessed as necessary as part of any future application.
ACHIEVABILITY	
Are there any other constraints to delivering the site?	No known constraints.
OTHER Any other site issues?	There are no other known issues.

GT015: Field Farm, Spurlands End Road, Great Kingshill (0.15ha)

Current status/use: Existing traveller site (temporary permission)
Proposal: Potential site for permanent permission
Additional pitches: 1

Location



Setting	The site lies within the Green Belt and AONB on relatively flat land at the end of a stretch of ribbon development stretching south-eastwards from Great Kingshill.
Ward	Greater Hughenden
Parish	Hughenden

Site assessment

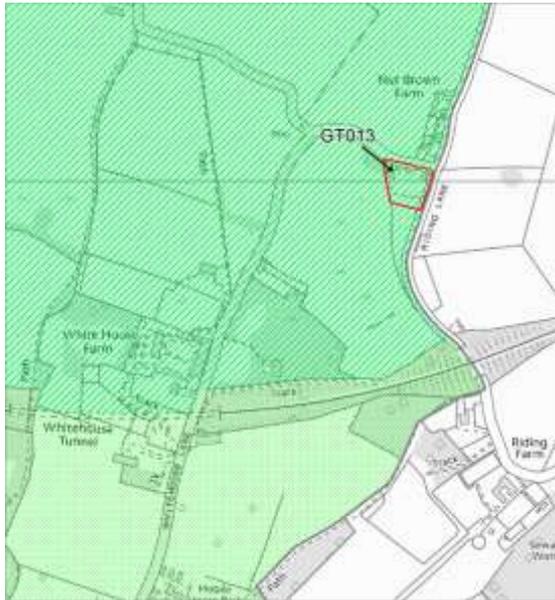
AVAILABILITY	
SUITABILITY	
Is the site well-related to the existing settlement for access to services, and not isolated in the countryside by reason of distance or other barriers?	The site is not very well related to any existing settlement, although it is not isolated as it is located relatively close to the settlement of Widmer End and approximately 1km from the settlements of Great Kingshill and Holmer Green, including the primary school at the latter settlement. The site lies on the route of the Number 48 bus running between High Wycombe and Great Missenden, which provides an hourly daytime service, and there is a bus stop on Spurlands End Road, near the site.
Does the scale of the site dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area?	This is a small site close to the sizeable settlements mentioned above.
Can the site be served by safe and convenient access to the highway network?	This is an existing site so highway access is likely to be acceptable. Consultation with the County Highway Authority would be undertaken in connection with any future application.
Can any unacceptable visual impact be	It has previously been assessed that the site

minimised?	would have a limited impact on the wider landscape, including the special landscape qualities of the Chilterns AONB, if it was incorporating appropriate tree planting and hedging. The precise impact would need to be appraised through more detailed assessment as part of any future planning application.
Is there any unacceptable impact on the amenity of both future residents and neighbouring land users?	Future residents: Whilst concerns have previously been raised by officers about the lack of a soft landscaped area or children's play area, it has also been acknowledged that given the site's rural location and spacious character that this would not be a reason for discounting the site. Neighbouring land users: There is a significant gap to the nearest residential dwelling, and therefore it is unlikely that the site would have any unacceptable impact on amenity.
Would the site have any unacceptable impact on environmental/ecological assets which could not be minimised or mitigated?	See above (visual impact section) for the assessment of the impact on the Chilterns AONB. There are no other environmental designations on or adjacent to the site, and it is not considered that it would have an unacceptable impact on any existing environmental/ecological assets at the site.
Is the site in an area prone to flooding?	The site is not in a designated Flood Zone, neither is it identified as being at risk of surface water flooding. Sustainable Urban Drainage issues can be assessed as necessary as part of any future application.
ACHIEVABILITY	
Are there any other constraints to delivering the site?	No known constraints.
OTHER Any other site issues?	There are no other known issues.

GT013: Sanfoin Farm, Wooburn Moor (0.29ha)

Current status/use: Existing traveller site
Proposal: Potential site intensification
Additional pitches: 1

Location



Setting	The site lies in a rural location between the settlements of High Wycombe and Beaconsfield/Forty Green. It is very close to the boundary with Chiltern District Council, and lies in a valley bottom with land rising to the north and south. The site is in the Green Belt and the Chilterns AONB.
Ward	Tylers Green & Loudwater
Parish	Chepping Wycombe

Site assessment

AVAILABILITY	
SUITABILITY	
Is the site well-related to the existing settlement for access to services, and not isolated in the countryside by reason of distance or other barriers?	The site is in a remote location and is not well related to any existing settlement. The nearest settlements of Holtpsurs, Wooburn Moor and Loudwater are located over 1km away, via circuitous roads involving narrow country lanes. There is no public transport provision near the site.
Does the scale of the site dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area?	This is a small site which is set well away from the nearest settlements mentioned above.

Can the site be served by safe and convenient access to the highway network?	Whilst this site is accessed from the rural road network, which has limited width and visibility in places, as this is an existing site and intensification on this scale is likely to be acceptable in terms of highway access, subject to consultation with the County Highway Authority which would be undertaken in connection with any future application.
Can any unacceptable visual impact be minimised?	The impact on the landscape and the Chilterns AONB has previously been assessed as being limited (having regard to the previously developed nature of the site), particularly with the presence of existing mature vegetation and new hedgerow planting. However, the precise impact of site intensification would need to be appraised through more detailed assessment as part of any future planning application.
Is there any unacceptable impact on the amenity of both future residents and neighbouring land users?	Future residents: The proposal is likely to offer an adequate living environment for future occupiers. Details of utilities provision would need to be considered as part of any future planning application. Neighbouring land users: Given the distance to the nearest residential dwellings, the proposal is not likely to have an unacceptable impact on amenity.
Would the site have any unacceptable impact on environmental assets which could not be minimised or mitigated?	See visual impact section for commentary on the Chilterns AONB. There are no other environmental designations on or adjacent to the site, and it is not considered that it would have an unacceptable impact on any existing environmental/ecological assets at the site.
Is the site in an area prone to flooding?	The site is not in a designated Flood Zone, neither is it identified as being at risk of surface water flooding. Sustainable Urban Drainage issues can be assessed as necessary as part of any future application.
ACHIEVABILITY	
Are there any other constraints to delivering the site?	The site is in the Green Belt, and therefore proposals would need to be assessed for their impact on openness.
OTHER Any other site issues?	There are no other known issues.

GT016: High Barns, Marlow Road, Cadmore End (0.78ha)

Current status/use: Undeveloped site in the Green Belt
Proposal: Potential new traveller site
Additional pitches: 4-8 (est)

Location



Setting	This is a former quarry site, now restored and used for horse grazing and stables, which is located in the open countryside on relatively flat land adjacent to the M40 motorway to the north. It lies between the settlements of Lane End and Cadmore End, and would be accessed by an access road linking to the B482 Marlow Road. This site is in the Green Belt and the Chilterns AONB.
Relevant planning history	Application for use as a traveller site (5 transit pitches, 3 permanent pitches and 1 warden pitch together with ancillary shower block) refused in 2014 (13/08106/FUL). Current authorised use as keeping of horses, stable block and hay and manure storage (under applications 16/05466/FUL and 14/06195/FUL).
Ward	Chiltern Rise
Parish	Lane End

Site assessment

AVAILABILITY	
SUITABILITY	
Is the site well-related to the existing settlement for access to services, and not isolated in the countryside by reason of distance or other barriers?	The site is in a remote location, approximately 1.8km from the village of Lane End, which has a range of facilities, and under 1km from the small settlements of Cadmore End and Bolter End. There is no public transport provision at or near the site.
Does the scale of the site dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area?	Given the distance between the site and the nearest settlements and the fact that there are no other traveller sites in the immediate vicinity, it is not considered likely that the scale of the site would dominate the nearest existing settlement.
Can the site be served by safe and convenient access to the highway network?	It has previously been assessed that safe and convenient highway access could be provided to the site, subject to certain requirements for

	upgrades and visibility splays. Further consultation with the County Highway Authority would be undertaken in connection with any future application
Can any unacceptable visual impact be minimised?	The site has previously been assessed as being detrimental to the rural amenities of the open countryside and special landscape qualities of the Chilterns AONB, due to the urbanising effects of the previous proposal. However, that assessment also acknowledged that the site already has an unkempt visually disturbed appearance and is impacted by noise from the motorway to the north. It is considered that, were an alternative layout proposed together with more adequate vegetative screening, that the proposal could be reassessed for its impacts. However, such a reappraisal would also need to take account of noise alleviation measures deemed to be necessary between the site and the motorway.
Is there any unacceptable impact on the amenity of both future residents and neighbouring land users?	Future residents: The site is of sufficient size to provide an adequate living space for future occupants. However, noise from the adjacent M40 motorway would be a major issue and would require an adequate noise mitigation scheme to alleviate. This is a particularly significant issue as the motorway sits higher than the site at this location. Therefore, the knock-on impact of any such mitigation on landscape and visual impact would also need to be appraised. Air quality issues would need to be considered further, and details of utilities provision would need to be considered as part of any future planning application. The potential for land contamination would also need to be considered further at any future planning application stage. Neighbouring land users: The site is a significant distance from the nearest dwelling and therefore there would be unlikely to be any unacceptable impact on amenity.
Would the site have any unacceptable impact on environmental assets which could not be minimised or mitigated?	See visual impact section for impact on the Chilterns AONB. The site is a designated as part of the Bolter End Common Biological Notification Site. It was previously assessed that due to previous disturbance on the site, this part of the BNS does not support any species assemblages which the BNS is noted for and therefore that this designation is no longer relevant to this site. It was noted that a hedge on the western edge of the access road is species-rich, and likely to be valued as 'important' under the Habitats Regulations. Any future proposals would therefore need to ensure the retention of this hedgerow.
Is the site in an area prone to flooding?	No fluvial flood risk found. Any local sources of flooding including surface and groundwater flood risk would need to be dealt with at planning application stage through taking a sequential approach within the site if required and/or through

	the use of SuDS.
ACHIEVABILITY	
Are there any other constraints to delivering the site?	Current/permitted use: The site is currently in use as a horse grazing area, stables and associated storage (most recent planning application reference: 16/05446/FUL), so further work would be required to ascertain landowner willingness to develop the site for traveller use.
OTHER Any other site issues?	There are no other known site issues.

GT017: Dry Banks, Oxford Road, Stokenchurch (1.5ha) (site assessment updated from the Bakers Study 2010)

Current status/use: Undeveloped site
Proposal: Potential new traveller site
Additional pitches: 3-5 (est)

Location	
	
Setting	This is a relatively flat site on a plateau, around 0.5km from the western edge of the village of Stokenchurch, and near to junction 5 of the M40. It is located in the Chilterns AONB.
Relevant planning history	Planning application refused in 1986 for use of land as winter quarters for travelling showpeople (W/86/5276). Planning application refused in 2003 for use of site as compound for use of highway engineers undertaking motorway maintenance (03/06682/FUL).
Ward	Stokenchurch and Radnage
Parish	Stokenchurch

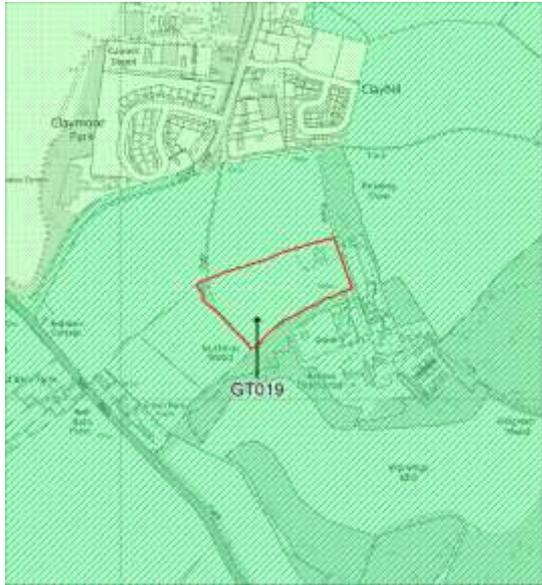
Site assessment

AVAILABILITY	
SUITABILITY	
Is the site well-related to the existing settlement for access to services, and not isolated in the countryside by reason of distance or other barriers?	The site is well-related to the large village of Stokenchurch, where there are a range of facilities including a primary school, GP surgery, food shop and post office.
Does the scale of the site dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area?	Given the size of the nearest settlement (Stokenchurch, with a population of over 4,000), it is unlikely that the site would dominate this settlement, even in combination with other traveller sites in the area (Alpine Lodge and Pendles Paddock).
Can the site be served by safe and convenient access to the highway network?	The site has good access off the A40, with one large access for vehicles. Strategic access is also good due to the close proximity to the M40 motorway. Further consultation with the County

	Highway Authority would be undertaken in connection with any future application
Can any unacceptable visual impact be minimised?	The site is located in the AONB, but appears generally well contained from wider view and has good boundary vegetation. However, the precise impact of individual proposals would need to be appraised through more detailed assessment as part of any future planning application.
Is there any unacceptable impact on the amenity of both future residents and neighbouring land users?	Future residents: The site is of sufficient size to provide an adequate living space for future occupants. Noise from the nearby M40 motorway would need to be assessed as well as air quality impacts, as part of any future planning application and noise mitigation measures provided if found to be necessary. The knock-on impact of any such mitigation on landscape and visual impact would also need to be appraised. Details of utilities provision would also need to be considered as part of any future planning application. Neighbouring land users: The site is a significant distance from the nearest dwelling and therefore there would be unlikely to be any unacceptable impact on amenity.
Would the site have any unacceptable impact on environmental assets which could not be minimised or mitigated?	See visual impacts section above for impacts on the Chilterns AONB. The site lies in the 2km buffer zone of the SAC, so the site would need to be assessed further through the Habitats Regulations Assessment.
Is the site in an area prone to flooding?	No fluvial flood risk found. Any local sources of flooding including surface and groundwater flood risk would need to be dealt with at planning application stage through taking a sequential approach within the site if required and/or through the use of SuDS.
ACHIEVABILITY	
Are there any other constraints to delivering the site?	There are no other known constraints.
OTHER Any other site issues?	The site has previously been found to be potentially contaminated with Japanese knotweed. This would therefore need to be investigated further as part of any future planning application.

GT019: Land at High Heavens, Booker (3.7ha)

Current status/use: Largely undeveloped site
Proposal: Potential new traveller site
Additional pitches: 3 (est)

Location	
	
Setting	This is a flat site, just to the south of the small settlement of Claymoor/Clayhill, and opposite the High Heavens Waste Complex. The site is in the Green Belt and the Chilterns AONB, but the draft Local Plan has raised the question as to whether the site should be removed from the Green Belt to provide for yard-based industrial/low value uses.
Relevant planning history	None (Most recent planning application reference for site: 06/05172/FUL)
Ward	Greater Marlow
Parish	Great Marlow

Site assessment

AVAILABILITY	
SUITABILITY	
Is the site well-related to the existing settlement for access to services, and not isolated in the countryside by reason of distance or other barriers?	The site is close to the small settlement of Claymoor/Clayhill, although this has very few services. The site is just over 1.5km from the range of services available in the Cressex area of High Wycombe, including the Asda supermarket and a primary school. The site is poorly served by public transport, with only an infrequent bus service being provided from Clayhill.
Does the scale of the site dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area?	There are no other traveller sites in this area and a site proposal of this scale would not be likely to dominate the nearest existing settlement of Claymoor/Clayhill.
Can the site be served by safe and convenient access to the highway network?	The adjacent waste complex is served by an access road which caters for relatively heavy traffic movements. Therefore, the site is also likely to be able to be served by safe and

	convenient access to the highway network. Further consultation with the County Highway Authority would be undertaken in connection with any future application
Can any unacceptable visual impact be minimised?	The site is currently well screened by boundary hedges. However, the precise impact of individual proposals would need to be appraised through more detailed assessment as part of any future planning application.
Is there any unacceptable impact on the amenity of both future residents and neighbouring land users?	Future residents: There could be a potential impact on the amenity of future residents by way of noise and odour from the household waste complex. This would require further investigation prior to allocating the site. The site would also need to be assessed for land contamination and need for remediation. Details of utilities provision would also need to be considered as part of any future planning application. The prospect of yard-like industrial uses, as envisaged in the local plan content on the site, would also need to be assessed for its impact on the amenity of future residents. Neighbouring land users: The site is some distance from the nearest residential properties so there would be unlikely to be an unacceptable impact on neighbouring land users.
Would the site have any unacceptable impact on environmental assets which could not be minimised or mitigated?	See above for impact on the Chilterns AONB. There are no other environmental designations on the site, and it is not considered that it would have an unacceptable impact on existing environmental assets at the site, although this would need further assessment as part of any future planning application.
Is the site in an area prone to flooding?	No fluvial flood risk found. Any local sources of flooding including surface and groundwater flood risk would need to be dealt with at planning application stage through taking a sequential approach within the site if required and/or through the use of SuDS.
ACHIEVABILITY	
Are there any other constraints to delivering the site?	There are no other known constraints although the site is currently in the Green Belt.
OTHER Any other site issues?	There are no other known site issues.

GT020: Land adjacent to Old Horns Lane, Booker (1.1ha)

Current status/use: Undeveloped site
Proposal: Potential new traveller site
Additional pitches: 3 (est)

Location



Setting	Undeveloped site adjacent to the M40 and built-up area of High Wycombe, located in the Green Belt (but within the wider area of the Airpark proposed to be removed from the Green Belt). The draft Local Plan is proposing to take the land out of the Green Belt, linked to wider proposed Green Belt changes are Wycombe Airpark.
Relevant planning history	None but currently subject to a planning application (16/05753/FUL) for change of use of land to field to provide a wood chip supply hub to provide fuel for Biomass boilers.
Ward	Greater Marlow
Parish	Great Marlow

Site assessment

AVAILABILITY	
SUITABILITY	
Is the site well-related to the existing settlement for access to services, and not isolated in the countryside by reason of distance or other barriers?	The site is located adjacent to the edge of the build-up area of High Wycombe. It is near to services in the Cressex and Booker areas. The site is poorly serviced by public transport, with only an infrequent bus service serving the site.
Does the scale of the site dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area?	There are no other traveller sites in this area and a site proposal of this scale would not be likely to dominate the nearest existing settlement of High Wycombe.
Can the site be served by safe and convenient access to the highway network?	Highway access is likely to be acceptable as the site is located on the main Cressex Road. However, junction improvements may be needed as the site is on a bend in the road. Consultation with the County Highway Authority would be undertaken in connection with any future application.

Can any unacceptable visual impact be minimised?	The site is currently reasonably well screened by boundary hedges. However, the precise impact of individual proposals would need to be appraised through more detailed assessment as part of any future planning application.
Is there any unacceptable impact on the amenity of both future residents and neighbouring land users?	<p>Future residents: The site is of sufficient size to provide an adequate living space for future occupants. However, noise from the adjacent M40 motorway and other nearby uses would be likely to be a major issue and would require an adequate noise mitigation scheme to alleviate. The knock-on impact of any such mitigation on landscape and visual impact would also need to be appraised. Air quality issues would need to be considered further, and details of utilities provision would need to be considered as part of any future planning application.</p> <p>The prospect of other uses in the vicinity of the site, as envisaged in the local plan, would also need to be assessed for its impact on the amenity of future residents.</p> <p>Neighbouring land users: The site is some distance from the nearest residential properties so there would be unlikely to be an unacceptable impact on neighbouring land users.</p>
Would the site have any unacceptable impact on environmental assets which could not be minimised or mitigated?	See above for impact on the Chilterns AONB. There are no other environmental designations on the site, and it is not considered that it would have an unacceptable impact on existing environmental assets at the site, although this would need further assessment as part of any future planning application.
Is the site in an area prone to flooding?	No fluvial flood risk found. Any local sources of flooding including surface and groundwater flood risk would need to be dealt with at planning application stage through taking a sequential approach within the site if required and/or through the use of SuDS.
ACHIEVABILITY	
Are there any other constraints to delivering the site?	There are no other known constraints although the site is currently in the Green Belt.
OTHER Any other site issues?	There are no other known site issues.

GT018: Land adjacent to Craycraf, North Lee Road, Terrick (0.1ha)

Current status/use: Undeveloped site
Proposal: Potential new traveller site
Additional pitches: 2



Setting	Undeveloped site on Nash Lee Road, located in the Green Belt and Chilterns AONB.
Relevant planning history	Currently subject to an appeal relating to planning application 15/06446/FUL for change of use of land to residential caravan site comprising stationing of 2 x static caravans and 2 x touring caravans with associated parking and hardstanding and water treatment plant (part retrospective).
Ward	Icknield
Parish	Ellesborough

Site assessment

AVAILABILITY	
SUITABILITY	
Is the site well-related to the existing settlement for access to services, and not isolated in the countryside by reason of distance or other barriers?	The site is in a remote location between Wendover and the hamlets of Butlers Cross and Terrick. As such it is not well-related to existing settlements and it is not served by public transport.
Does the scale of the site dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area?	There are no other traveller sites in this area and a site proposal of this scale would not be likely to dominate the nearest existing settlement of Terrick.
Can the site be served by safe and convenient access to the highway network?	The site is located on the main B4009 Nash Lee Road, which at this point has a speed limit of 50mph. As part of the appraisal of the planning application, the County Highway Authority advised that a visibility splay of 2.4 metres deep along the centre line of the access, by 160m in either direction, is required to provide adequate visibility for the type and speed of the road.

Can any unacceptable visual impact be minimised?	The appraisal of the planning application found that the site is in a location where it is visible from a public footpath which is sufficiently close for the change of character to be visible to users of the path, but that this is mitigated by planting a mixed native hedgerow along the boundary of the field. The site is currently well screened from the public road by the existing front boundary hedge. The retention of this hedge would therefore conceal much of the development from public views from the road. The assessment for the planning application found that the need to create a safe access to the site mean that it would result in the loss of a substantial section of the hedgerow along the front boundary of the site to provide a visibility splay and that this loss would have a significant detrimental impact on the visual amenities of the area and the character, appearance and enjoyment of the Chilterns AONB.
Is there any unacceptable impact on the amenity of both future residents and neighbouring land users?	Future residents: The site is of sufficient size to provide an adequate living space for future occupants for the size of site envisaged. The site is near to the proposed HS2 route, and this scheme could therefore have an impact on future residents in terms of noise if implemented. Neighbouring land users: The site is some distance from the nearest residential properties so there would be unlikely to be an unacceptable impact on neighbouring land users.
Would the site have any unacceptable impact on environmental assets which could not be minimised or mitigated?	See above for impact on the Chilterns AONB and concerns relating to loss of hedgerows.
Is the site in an area prone to flooding?	No fluvial flood risk found. Any local sources of flooding including surface and groundwater flood risk would need to be dealt with at planning application stage through taking a sequential approach within the site if required and/or through the use of SuDS.
ACHIEVABILITY	
Are there any other constraints to delivering the site?	The site is located in the Green Belt. The site is situated close to the HS2 Safeguarding area, and the route for the line would run close to the site. However, the site is not within this area and therefore this is not considered to be a reason to discount this site proposal.
OTHER Any other site issues?	There are no other known site issues.

Appendix B: District-wide map of traveller sites (plan shows existing traveller sites in the district)

