

Lewes District Council
Local Plan Part 2 Background Paper

Gypsy and Traveller

December 2018



Lewes District Council

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1. Purpose of Background Paper

- 1.1 A number of background papers have been produced during the process of preparing the Lewes District Local Plan Part 2. The purpose of these papers is to provide further information relating to either certain policy areas or procedures undertaken in developing Local Plan Part 2. This background paper focusses on the proposed allocation of a permanent Gypsy and Traveller site.

2. Introduction

- 2.1 Core Policy 3 (CP3) of Local Plan Part 1: Joint Core Strategy (JCS) provides a framework for the provision of Gypsy and Traveller accommodation within Lewes district, including the area within the South Downs National Park (SDNP), in line with national planning policy¹.
- 2.2 Core Policy 3 identifies the number of permanent pitches required across the district for the period 2014 and 2030, as well as its distribution between the areas outside and inside the SDNP. It requires the total provision of 13 net additional permanent pitches; five outside and eight inside the SDNP respectively. Core Policy 3 contains a set of criteria to guide allocations and/or consider planning applications against for Gypsy and Traveller pitches. The full wording of Core Policy 3 is set out in appendix A. The South Downs National Park Authority (SDNPA) has identified two sites for a total of five permanent pitches within their Submission Local Plan. Since submission the SDNPA Local Plan two pitches have now been granted planning permission, therefore resulting in a shortfall of only one pitch.
- 2.3 The level of need for permanent pitches was established through the 2016 East Sussex and the South Downs National Park Authority [Gypsy, Traveller and Travelling Showpeople Accommodation Assessment](#) (GTAA)². The GTAA also assessed the need for additional transit pitches within East Sussex concluding a provisional need for eight additional pitches. Draft Policy GT01 within the emerging Local Plan Part 2 identifies a site for five permanent pitches. A transit site, Bridies Tan, already exists within Lewes District, therefore the preferred approach would be to identify any additional transit site(s) within the eastern part of the County to provide continual network of short-term accommodation.

Duty to Co-operate

¹ Planning Policy for Traveller Sites, Department for Communities and Local Government, August 2015.

² Undertaken by the Sustainable Housing & Urban Studies Unit and University of Salford.

- 2.4 Draft Policy GT01 meets the requirement of Core Policy 3 to identify a site for five pitches, outside the SDNP. However, there remains a shortfall of one pitch to serve the needs of the area inside the SDNP. As such, prior to submitting Local Plan Part 2 the Council has written to neighbouring local planning authorities to establish if this unmet need can be provided for within their areas. A copy of the letter sent is attached at appendix H.
- 2.5 All three local planning authorities; Brighton & Hove City Council; Mid Sussex District Council; and Wealden District Council responded to the Council's letter. All three local planning authorities are currently unable to assist the Council due to the current lack of suitable sites to meet their own identified needs. However, Wealden District Council has provisionally identified they can meet the unmet need, subject to their own need not being revised during their Local Plan examination next year.

3. Site Search

- 3.1 An extensive site search was undertaken to inform the JCS with the intention of strategic provision for the district through an allocation in the higher level plan. This included writing to proponents of land from the Strategic Housing Land Availability Assessment (SHLAA) that had been filtered for potential housing due to their proximity to a development boundary (more than 500m). Consent was sought to formally assess land for Gypsy and Traveller use. The 2011 and 2012 Gypsy and Traveller Site Assessments³ did not result in an allocation due to a range of issues with the potential sites, notably highways constraints and land availability prevented sites progressing. Bridies Tan was also later considered to establish if additional pitches, for permanent use, could be accommodated, however the site's location between the A27 and existing business units do not allow for any expansion. Furthermore, the site is a valuable asset in redirecting unauthorised encampments which local authorities within the County would not want to see compromised.
- 3.2 It therefore fell to Core Policy 3 of the JCS to set the requirement for pitch provision for each Local Planning Authority, Lewes District Council (LDC) and the SDNPA, and establish criteria against which a future allocation or planning application would be assessed.
- 3.3 The Regulation 18 Consultation Draft Local Plan Part 2 made clear the requirement for the Local Plan Part 2 to deliver a suitable site for five permanent pitches outside the SDNP. The Council's SHLAA had not yielded

³ Site assessment document can be found on Background Reports webpage (<https://www.lewes-eastbourne.gov.uk/planning-policy/lewes-background-reports/>)

any new options for consideration at that time, therefore as part of the public consultation on the Consultation Draft Local Plan Part 2 between November 2017 and January 2018 the Council ran a 'call for sites' for potential land available to be assessed for Gypsy and Traveller sites. The Council received three representations on the Consultation Draft Local Plan Part 2 concerning provision of pitches, but no potential sites were submitted. Concurrently at this stage the Council began to reassess the options for the delivery of a site, including any of its own landholdings and land that had been put to the council as potential affordable housing rural exception sites.

Proposed Gypsy and Traveller site

- 3.4 Internal communications, regarding land put to the Council for affordable housing consideration, resulted in the discussion of a site known to Planning Policy from the 2012 Site Assessment. The site as submitted to the SHLAA, at 4.4ha, is far greater in size than the requirement for five pitches would need. The whole site was assessed for this use through the 2012 Site Assessment for the full district requirement (13 pitches) to inform the JCS. The assessment considered two access points, one from St Helena Lane and one from where the Public Right of Way intersects Station Road. Highways comments concluded that access at these points could not be achieved and the site was not considered further at that time.
- 3.5 Understanding that this land was still available in principle for this type of development the Council reviewed its potential for Gypsy and Traveller use, focussing on a much smaller area of the larger field. A location plan and aerial photo of the site, as well as photos of an example permanent pitch, are provided in appendix B. The 2018 assessment considers just 0.69ha in the southeast corner, where there is now an agricultural access onto Station Road associated with the use of an agricultural barn that has planning permission for construction, but is not built.
- 3.6 As part of the review and assessment of the proposed site the Council sought fresh advice from East Sussex County Council, including highways, landscape, flooding and ecology. The Council also commissioned a speed survey in 2018 to inform the suitability and potential deliverability of an allocation on this land see appendices C & D.
- 3.7 To assist ESCC in providing the Council with in-principle comments, an indicative layout of the site was provided. An existing local permanent Gypsy and Traveller site was used to create the indicative layout, see appendix E.

Consideration of Land south of The Plough in line with Core Policy 3 – Gypsy and Traveller Accommodation

Core Policy 3 Criterion	Commentary
Site size and capacity	The site is approximately 0.69ha with a capacity for 5 permanent pitches.
Flooding (CP3 1)	<p>National Planning Policy for Traveller Sites (PPTS) states that Gypsy and Traveller sites should not be located in areas at high risk of flooding. This is reinforced within Core Policy 3. The Environment Agency classifies caravans, mobile homes and park homes intended for permanent residential use as highly vulnerable. The proposed site is within flood risk zone 1 – low probability of flooding from river or sea. For the majority of the site there is a very low flood risk from surface water. Along the southern boundary of the proposed site there is a low flood risk associated with the stream.</p> <p>ESCC, as the local lead flood authority, provided a Flood Risk and Drainage Report for the proposed site highlighting any risk of flooding (fluvial, coastal, surface and groundwater), relevant watercourses and drainage assets, as well as water quality aspects. The Report confirms that part of the site is at flood risk from surface water but not fluvial/ coastal or groundwater. It reports no incidents of flooding on or immediately adjacent to the proposed site since 2010.</p> <p>As such, ESCC advised that <i>“The proposed site layout and levels should consider surface water flood risk to ensure that flood risk is not created on or off-site.”</i></p> <p><i>See appendix E – flood risk extract from 2018 ESCC Flood Risk and Drainage Risk Report</i></p>
Land contamination (CP3 1)	<p>The proposed site is adjacent to a former brickworks site. Historic maps indicate the first presence of the brickworks around the start of the 19th Century. The brickworks use appeared to stay within a relatively contained area (south of the stream which borders the proposed site). From the late 1950s the brickworks site had permitted agricultural use (poultry farm). The site has now been in mixed industrial use for about 18 years.</p> <p>Whilst the proposed site does not have the above same historic uses and therefore the contamination risk is low, due to its proximity it is considered that a cautious approach is taken and investigations into potential contamination undertaken as part of the planning application stage.</p>
Existing nearby uses (CP3 1)	PPTS states that proper consideration should be given to the health and well-being of any travellers on site or on others as a result of new development, in terms of the local environmental quality (such as noise and air quality). The proposed site is located adjacent to the Old Brickworks industrial estate and a residential property. The light industrial estate accommodates several local businesses. Approximately 30m to the east (measured from the nearest point of the proposed site's

	<p>boundary to the middle of the property), are two residential properties. The Plough pub is approximately 200m to the north and further residential properties are located approximately 275m to the north west of the proposed site.</p> <p>It is not considered that these existing uses will cause undue harm, in terms of effects of noise or air quality, on the residents of the proposed site. It is also not considered that the proposed development will have an unreasonable impact, in terms of noise and air quality, on existing nearby residents or businesses, or on the enjoyment of the wider area by the local community. The site is proposed as a permanent Gypsy and Traveller site, rather than a transit site which are normally associated with higher levels of vehicular movements due to their nature as time limited accommodation.</p> <p>The proposed site is currently naturally screened to the south and east by trees and hedges, the retention of which will help mitigate some potential increases in noise from the proposed development on existing residents and businesses, and vice versa.</p>
<p>Accessibility to settlements with services and facilities (CP3 2)</p>	<p>PPTS requires the consideration of access to health and educational facilities whilst avoiding undue pressure on local infrastructure and services. The proposed site lies within Plumpton parish. The settlement of Plumpton Green is the largest settlement within the parish and classified as a service village within the district's settlement hierarchy. This recognises that Plumpton Green has a basic level of services and facilities where day to day needs can be met.</p> <p>Plumpton Green has a primary school, local convenience shop with Post Office, train station with services to Haywards Heath and Lewes, and bus services (although limited) to Haywards Heath and Lewes. The majority of these facilities are located in the southern part of the settlement between 1.5km and 1.9km south of the proposed site. The nearest bus stop is approximately 150m north of the proposed site. The District Council's 2017 Infrastructure Delivery Plan (IDP) does not identify capacity concerns at either of the nearest primary schools (Plumpton and Wivelsfield). ESCC's Education Commissioning Plan (2017-2021) identifies an increasing demand for secondary school places at Chailey, but note that the demand is unlikely to exceed their published admission numbers.</p> <p>A doctor's surgery and secondary school are also located approximately 2.5km away at South Chailey. No capacity concerns are identified, within the IDP, at the nearest GP surgery at South Chailey.</p> <p>The location of the proposed site is supported by the ESCC Traveller Team, considering that there is "sufficient access to local amenities including schools and health".</p>
<p>Local historical, environmental and</p>	<p>CP3 seeks to protect the special features of national historic, environmental and historic designations. The proposed site is</p>

<p>landscape designations (CP3 3)</p>	<p>not within, or adjacent to, a local or national environmental or landscape designation, such as a National Park, Sites of Special Scientific Interest (SSSI), Local Wildlife Site or Local Green Space.</p> <p>The ESCC County Archaeologist confirmed that the proposed site is not within an Archaeological Notification Area and no designated heritage assets or finds are recorded on the immediate site. However, there is evidence of historical use in the wider area and therefore further assessment will be needed as part of a future development proposal.</p>
<p>Vehicular and pedestrian access (CP3 4)</p>	<p>The proposed site has an existing access point associated with previous planning applications LW/08/0165 (erection of a barn) and LW/08/0807 (retrospective planning permission for access tract), although it has become overgrown. It is proposed that, with the required improvements, this will form the access point for vehicles and pedestrians. The highway authority provided comments on the access and potential layout of the proposed site.</p> <p>At the junction with Station Road the national speed limit applies. A speed gun speed survey and full seven day speed survey were undertaken by ESCC in August and September 2018 respectively at the proposed point of access. The data gathered from the full speed survey showed that the average 85th percentile speed was 45mph southbound and 44mph northbound. These results require sightlines of 120m from a setback of 2.4m and are considered achievable. Management of the hedgerow will be needed to secure sightlines. Improvements to achieve widths will also be needed. Notwithstanding the results of the speed survey, the District Council are aware that Plumpton Parish Council has a longstanding aspiration to have the speed limit reduced in the approach to the village. The District Council with ESCC will consider whether this can be realised as part of any future proposal.</p> <p>With regards to the provision of pedestrian access the highway authority consider that footway connections to the bus stop to the north would be beneficial to a future proposal. This would benefit the proposed site as well as employees at The Old Brickworks who use the local bus service.</p>
<p>Infrastructure (CP3 2 & 5)</p>	<p>PPTS requires consideration of access to health and educational facilities whilst avoiding undue pressure on local infrastructure and services.</p> <p>The size of the proposed site allows for the provision of five permanent pitches, each capable of accommodation a static caravan, a touring caravan, a vehicle and amenity block. The indicative layout shows how this can be achieved, as well as accommodating some amenity space.</p> <p>As noted above, the proposed site is not within flood risk zone 2 or 3. However, there is a stream that runs along the southern boundary of the proposed site which poses a low risk to some</p>

	<p>limited surface water flood risk. It is considered that this can be mitigated through the layout of any final scheme and surface drainage strategy to minimise the risk to the proposed site and not exacerbate the existing flooding situation.</p> <p>Connections to water and electricity are not a constraint to the delivery of the proposed site. There is no sewerage or gas connection in the nearby area. The development would therefore need to provide onsite disposal of foul water. Heat and power needs will be provided by electricity.</p>
<p>Residential amenity (CP3 6)</p>	<p>PPTS states that policies should promote peaceful and integrated co-existence between the site and the local community. CP3 promotes this through ensuring that consideration is given to the privacy of residents of and adjacent to the proposed site.</p> <p>An established hedgerow and line of mature trees along the eastern and southern boundaries of the proposed site, respectively, offer some existing natural landscape screening. To the north and west the site is otherwise relatively open, although the topography of the proposed site and wider field provides an opportunity to create natural screening, in the form of bunding, using earth relocated from levelling the site, and a clear development boundary. This would help provide privacy for both future and existing adjacent residents of the proposed site, as well as form a defined landscape buffer and boundary to avoid potential encroachment of the site into the adjacent field.</p> <p>The above approach, in terms of layout, scale and landscaping is supported by the comments received from the County Landscape Architect and Traveller Team. The Traveller Team considers that “The site does not “impose” on the local community and with sufficient screening this should not be a problem for the site residents or local community.” and that the indicative layout “works well for access of emergency vehicles, but also giving residents space and an equal share of the site pitch space.”. The highway authority also indicates that the indicative layout provides sufficient turning space for refuse collection.</p>
<p>* The settlement hierarchy is taken from the 2012 Rural Settlement Study.</p>	

4. Delivery

- 4.1 The Council is investigating the grant funding available from central government to assist in the delivery of this site. The costs of delivery are not known; although comparator costs for recent site refurbishments are available all have had abnormal costs that make direct comparison difficult. It is likely that separate bids will be required for the land purchase/lease costs and build costs. A meeting with Homes England is being organised to better

understand the bidding structure and opportunities for the delivery of such a site and land use. It is not immediately clear how this land use with a low and protracted rate of return would be delivered without substantial assistance from central government.

- 4.2 Indicative designs for the layout of the site have been based upon other sites within East Sussex and consultation with site management team in East Sussex as to which design seemed to work best. It will be for the detailed application stage to formally establish how the site will be laid out. There will be an adequate landscape bund to the north of the site to keep the site enclosed and minimise landscape impact views from the north.
- 4.3 The required visibility splays can be achieved for the existing access onto Station Road to be utilised, however some minor works to the hedgerow may be required and routine maintenance will be necessary.
- 4.4 If the development is delivered as a public site then it is anticipated that ESCC, in their existing role as manager of other public sites within the County, would manage the proposed site. ESCC manage closely the licence-holders and deal swiftly with any breaches. Any potential site tenant will be vetted and occupation will be licence agreement only.
- 4.5 Delivery of the site would benefit from a footpath to the bus stop further along Station Road and from reduced speed limit along Station Road, which currently has national speed limits. These items would add considerable costs to the delivery of the project, however and therefore ongoing discussions with ESCC will be required to understand the feasibility of these items.

5. Plumpton Neighbourhood Plan

- 5.1 The Plumpton Neighbourhood Plan (PNP) was subject to a successful referendum on 8th March 2018 and was 'made' by Lewes District Council (LDC) on 2nd May 2018. The PNP seeks to retain the character of the Parish and strengthen its relationship with the landscape setting and strong sense of community by improving public access, open spaces and community facilities through planning policies and designations/allocations. It provides for a modest growth in housing numbers on specific sites around Plumpton Green, which slightly exceeds the number set by the Lewes District Local Plan Part 1: Joint Core Strategy 2010-2030 (JCS) which was adopted in May 2016.
- 5.2 The PNP does not identify a site for Gypsies and Travellers. However, it is not a requirement for Neighbourhood Plans specifically to do so. *Core Policy 3 – Gypsy and Traveller Accommodation* of the JCS states that where Gypsy and Traveller Accommodation is not identified through Neighbourhood Plans, the

Lewes District Local Plan Part 2: Site Allocations and Development Management Policies (LPP2) will allocate specific sites for the purpose.

- 5.3 The site proposed as a Gypsy and Traveller accommodation site under Policy GT01 for five permanent pitches in the Pre-Submission version of the LPP2 had not been considered as a potential development site for allocation in the PNP, nor has it been designated as a Local Green Space by it.
- 5.4 The most notable policies within the PNP against which this proposed allocation needs to be considered in relation to its consistency are:
- Policy 1: Spatial Plan for the parish
 - Policy 2: New-build environment and design
 - Policy 3: Landscape and biodiversity
 - Policy 4: Sustainable drainage and wastewater management
 - Policy 6: Local employment

Policies of the Plumpton Neighbourhood Plan

Policy 1: Spatial Plan for the Parish

- 5.5 This policy states that new development proposals within the planning boundary will be supported provided other requirements of the Neighbourhood Plan are met. This policy also states that development resulting in the coalescence of the distinct identities of neighbouring settlements or an alteration of the spatial character of the landscape (notably from the SDNP) will not be supported.
- 5.6 It is noted that the site subject to Policy GT01 lies outside of the existing planning boundary. However, the proposed site lies adjacent to the Old Brickworks on the west side of Station Road and opposite a farm and small number of residential properties on the east side of the road. The proposed site occupies a corner of a much larger field; this being the case, the visual impact of low density development such as this is unlikely to result in a significant wider visual impact when viewed from numerous locations due to the combination of being located close to clusters of existing buildings and limited road frontage.
- 5.7 Notwithstanding this, criterion c) of Policy GT01 requires that:
Development should use the natural topography in screening the site from wider, sensitive landscape views and designed to minimise the perception of urbanisation in this location, particularly with regards to hardstanding and amenity buildings;

- 5.8 It is considered, therefore, that emerging Policy GT01 makes adequate provision for the requirements set in Policy 1 of the Plumpton Neighbourhood Plan, despite the location of the site being outside of the existing planning boundary.

Policy 2: New-build environment and design

- 5.9 The key requirement of this policy is that new development should reflect its setting and be appropriate in its location. There are a number of criteria with which development proposals should comply.
- 5.10 There is nothing within the text of emerging Policy GT01 which would directly contradict this Neighbourhood Plan policy, but proposals for the development of the site would need to comply with this policy as much as any other new development within the parish.

Policy 3: Landscape and biodiversity

- 5.11 Criterion c) of emerging Policy GT01 requires that development utilises the topography of the site to naturally screen the site from wider sensitive landscape views and to minimise the perception of urbanisation. Criterion e) requires that an ecological impact assessment is carried out and that, “development allows for the protection of biodiversity and enhancement where possible”. Policy 3 requires that new development should be informed by the “landscape character of the area” as well as being informed by the contribution of trees and hedges, provision for wildlife and the retention/enhancement of green corridors, ponds and other wildlife features.
- 5.12 Although emerging Policy GT01 does not provide the detail that Policy 3 does in terms of landscape and biodiversity provision, it does set a high standard for the development of the site in its criteria (e.g. its requirement for an ecological impact assessment). Bearing this in mind, emerging Policy GT01 is considered to be consistent with the aims of Neighbourhood Plan Policy 3 in both protecting the character of the area as well as the biodiversity/wildlife provision.

Policy 4: Sustainable drainage and wastewater management

- 5.13 The aim of Policy 4 of the Plumpton Neighbourhood Plan is to encourage the inclusion of appropriate sustainable drainage and wastewater management provision within new developments.

- 5.14 Policy GT01 seeks to ensure an appropriate flood risk assessment and surface water drainage strategy /mitigation forms part of development on the site via requirements set out in criterion f). As such, the policies are compatible in their application.

Policy 6: Local employment

- 5.15 This policy seeks to support employment provision within the Parish and encourage growth, where appropriate.
- 5.16 The proposed site for Policy GT01 lies adjacent to a site, known as the Old Brickworks, which provides employment in the Parish. The wider area is peppered with large and low density residential properties amongst fields. This site is not recognised specifically within any policies of the Development Plan, but insofar as the PNP is concerned, the loss of employment or business uses within the Parish would be resisted as per the requirements of Policy 6.
- 5.17 It is not considered that the allocation of a Gypsy and Traveller site immediately to the north of the Old Brickworks would in any way materially compromise the functioning of the existing or any future businesses. The Old Brickworks is currently bounded to the south by residential properties and obliquely north east on the other side of Station Road. As such, it is considered that the immediate area surrounding the Old Brickworks is compatible with residential use, such as a permanent Gypsy and Traveller site and this allocation would not negatively impact the employment uses, nor is it likely to affect their expansion in the future.

General consistency between Policy GT01 and the PNP

- 5.18 The PNP does not prevent the delivery of sustainable development, nor does it place onerous requirements on developers. It is a Neighbourhood Plan which responds sensitively to the location of Plumpton Parish and seeks to support development which respects the area and responds to the local community.
- 5.19 It is not considered that anything within the PNP contravenes any EU obligation or the Convention Rights (within the meaning of the Human Rights Act 1998). As such, it is a document which abides by Article 14 (*Prohibition of discrimination*) of the Convention Rights and its policies make no assumptions regarding the race, national or social origin etc. of individuals who live or work or will live or work within the Parish in the future.

- 5.20 Policy GT01 seeks to develop and support mixed and sustainable communities and as such also responds to the Convention Rights (within the meaning of the Human Rights Act 1998). This being the case, it is considered that in general the allocation does not conflict with the vision or aims of the PNP.
- 5.21 Overall, the allocation made by the emerging LPP2 Policy GT01 and its specific criteria are considered to be consistent with the JCS, the PNP and its policies in general.
- 5.22 It is noted that the proposed site is outside of the settlement boundary. Notwithstanding this, the PNP does not prohibit development outside the planning boundary, where it is appropriate, as it is a Neighbourhood Plan which contributes to the achievement of sustainable development. Nevertheless, despite being outside of the settlement boundary, the site does not have a substantial road-frontage and as such, would not result in the appearance of “ribbon development” or contribute to the coalescence of clusters of existing development along Station Road. The criteria of Policy GT01 seek to ensure that the development of the site does not result in a development which appears inappropriate as it requires mitigation measures and thoughtful use of the topography of the site to provide screening for occupiers as well as protecting nearby sensitive views.
- 5.23 It is concluded, therefore that there are no direct inconsistencies between the PNP and emerging Policy GT01.

6. Summary

- 6.1 The Council is required, through Local Plan Part 2, or neighbourhood plans, to deliver the policies of the adopted Local Plan Part 1: Joint Core Strategy. Core Policy 3 (CP3) (*Gypsy and Traveller Accommodation*) clearly identifies a need for the provision of five net additional permanent pitches, outside the South Downs National Park. No ‘made’ (adopted) or emerging neighbourhood plans have sought to allocate sites for Gypsy and Traveller permanent pitches. Local Plan Part 2 therefore proposes Draft Policy GT01 to ensure the delivery of CP3.
- 6.2 The Council carried out an extensive search for potential suitable sites for Gypsy and Traveller use. The proposed GT01 site allocation has been assessed against specific criteria set out in Government’s 2015 Planning Policy for traveller sites and CP3. Draft Policy GT01 is considered consistent with national policy, the Joint Core Strategy and Plumpton Neighbourhood

Plan, and considered 'sound' in line with the National Planning Policy Framework.

Appendices

APPENDIX A – Core Policy 3: Gypsy and Traveller Accommodation

Core Policy 3 – Gypsy and Traveller Accommodation

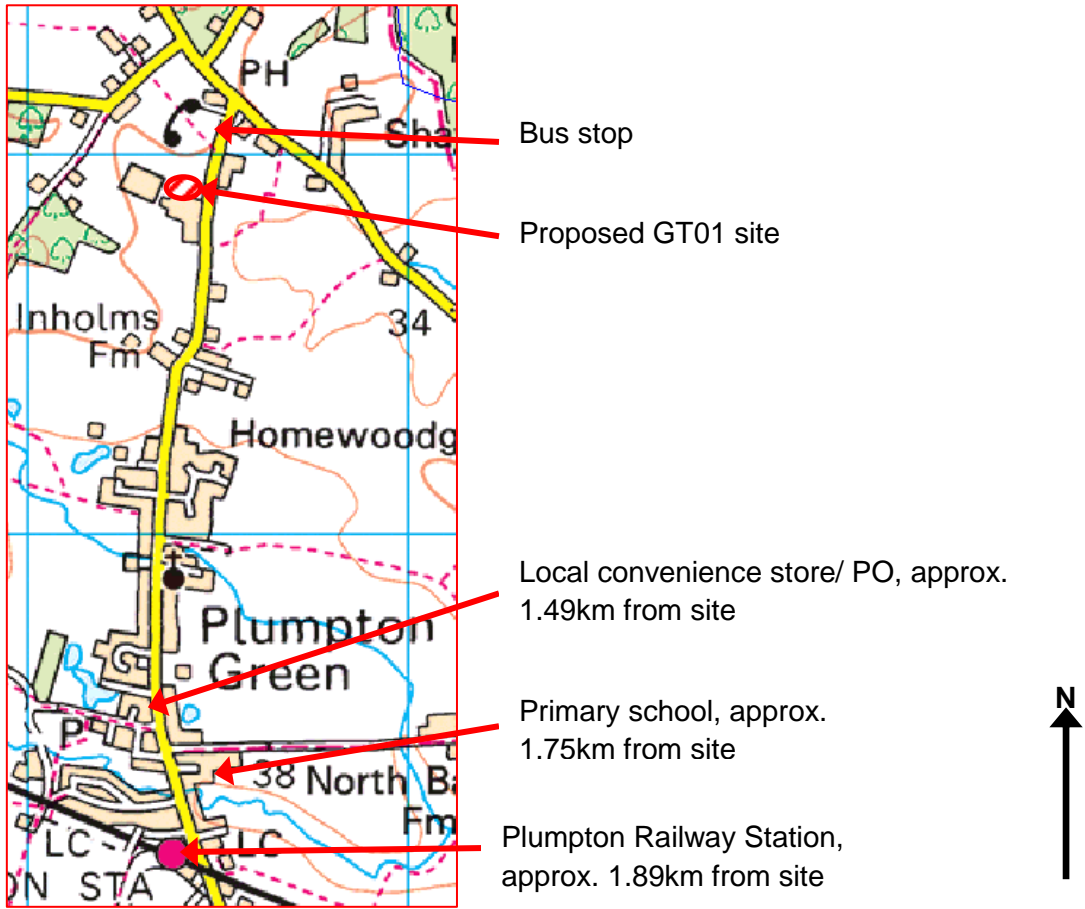
Provision will be made for a net total of 13 additional permanent pitches for Gypsies and Travellers to serve the needs for the period 2014 to 2030. Of these 5 pitches will serve the needs of the area outside the National Park and 8 will serve the needs within the National Park area of the district. The local planning authority will allocate specific, deliverable sites through the Local Plan Part 2 and the SDNPA Local Plan, unless allocated through Neighbourhood Plans. These allocations will be informed by appropriate Site Assessment work and take into account any planning permissions granted for permanent use in the interim.

In guiding the allocation of permanent Gypsy and Traveller sites and/or considering planning applications for sites for Gypsies and Travellers and Travelling Showpeople, proposals will be supported where the following criteria have been met and they are in conformity with other relevant district wide policies:

1. Avoid locating sites in areas at high risk of flooding or significantly contaminated land, or adjacent to existing uses incompatible with residential uses, such as waste tips and wastewater facilities;
2. The site is well related to, or has reasonable access to settlements with existing services and facilities such as schools, health services and shops;
3. The proposal does not compromise the special features of national historical, environmental or landscape designations such as the South Downs National Park, Lewes Downs and Castle Hill Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI);
4. There is safe and convenient vehicular access to the road network
5. There is capacity to provide appropriate on-site physical and social infrastructure such as water, power, drainage, parking and amenity space; and
6. Adequate levels of privacy for residents on and adjacent to the site are provided through planning considerations such as site layout, scale and landscaping.

Proposals for sites for Travelling Showpeople should also include adequate space for storage and/or keeping and exercising any animals associated with Travelling Showpeople's needs.

APPENDIX B – Location Plan of GT01 and photos



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Aerial view of GT01



Photos of a local example permanent pitch



Photos provided by ESCC

APPENDIX C – Correspondence on proposed GT01 allocation

Gypsy and Traveller Team Manager, ESCC, August 2018

Hi Natalie,

Further to our conversation earlier today and our previous meeting. I have read through the Core Strategy and Core Policy 3 and believe the proposal meets the criteria. The site is ideally situated in a semi-rural area which is attractive to Gypsies and Travellers. This site will also give sufficient access to local amenities including schools and health. Please note also that although there is not pedestrian access to and from the site this is not a barrier to the proposals. We have a similar situation in Hailsham where our Swan Barn Site does not have pedestrian access. The road is national speed limit, although we have in the past requested this is reduced for noise and safety of children that may wander on to the road. The pitches would need to be considered to be a safe distance from the road, which Option 1 would satisfy. Also pitches are fenced and gates on our permanent site and I would expect this to be similar if this proposal was to go ahead.

The site does not “impose” on the local community and with sufficient screening this should not be a problem for the site residents or local community. The plans attached (especially option 1) which is based on our Polly Arch existing site would be a suitable option moving forward. This layout works well for access of emergency vehicles, but also giving residents space and an equal share of the site pitch space.

There is a need in Lewes DC for the creation of an additional 5 pitches. We have a number of applications for all of our sites and an increasing number of homeless Travellers that are looking for permanent pitches across the county

I agree with the proposals put forward and am willing to assist further if required

Kind Regards

Jim Alexander

Team Manager

Gypsy and Traveller Team, Communities, Economy and Transport Department

County Landscape Architect, ESCC – July 2018

Dear Natalie,

The key landscape considerations will be to:

1. Retain and protect the existing hedge along the road side and the mature oak trees along the southern boundary.
2. Provide an adequate planted buffer between the site and the road.
3. To provide a planted buffer to the countryside to the north and west of the site. If the site is levelled so that there is a slope down from the rest of the field this would help to screen the site from the wider countryside and the bank could be planted with trees and understorey shrubs. This may require more land take than shown in order to grade out the bank to a gentle slope so that it appears natural and not over engineered.

The Indicative option 5 would provide a central focal space which the plots face into and from a design point of view is the most logical. The development would need to be pulled back from the road in order to provide an enhanced buffer and protect the hedge. The access road would need to be away from the root protection area of the oak trees on the

southern boundary.

I hope this is helpful call me on 07786171433 if you have any questions.

Ginny

Virginia Pullan

County Landscape Architect

Environment Team, Communities, Economy and Transport

Principal Officer, Transport Development Control, ESCC

July 2018

Hi Natalie,

I understand the access has recently been reconstructed, but Google maps is not updated, can you confirm I'm correct? I don't have time to go and see this access on site, unfortunately. I do recall looking at this access a couple of years ago (Willow farm) and recommending the boundary hedge is either set back further into the site to secure the driver site lines looking north based on the 85% actual speeds.

From a highway perspective, the sites with sufficient turning provision for refuse collection are the preferred options (1 & 5). The layouts should be supported with a swept path plan.

The proposed 5-6 units are considered as housing units and in planning terms would need to have travel choice. There are bus stops to the north, but no footways to reach them. The services available are very limited; less frequent than 1 bus per hour.

I hope that this helps. Do not hesitate to ask if there are any other highway issues.

Ms Kal Kamboh

Principal Officer

Transport Development Control

August 2018

Hi Natalie,

I took a trip out today with the speed gun and sat at the access for 45 minutes 10.15-11am approximately. 56 vehicles were recorded with highest speed 46 mph and lowest at 18 mph. The average was 32 mph and 85th %ile works out at around 40 mph. Obviously this is a very small sample and there would certainly be a margin of error if compared with a 7 day survey, and weather conditions being a little wet, may have reduced speeds slightly.

However, if these were close to reflective of a larger survey sample we would be seeking 120m in each direction from 2.4m set back point. Shown on a plan there is a small hatched area I've marked which would be outside the site and currently obstructs visibility.

I trust this helps, let me know if you wish to discuss further.

Regards

Ms Kal Kamboh

Principal Officer

Transport Development Control

September 2018

Hi Natalie,

I think a means to connect would be beneficial and I've suggested on the attached plan (I picked one of the layouts you'd previously sent, without prejudice) an internal link to the PROW and a footway to the bus stop. Due to the rural location, I envisage that urban features are unlikely to be supported so have attempted to minimise impact.

Does this help?

Regards

Ms Kal Kamboh

Principal Officer

Transport Development Control

September 2018

Hi Natalie,

Thanks for sending over the data results for this site.

For 85th percentile speeds of 44mph, I would be seeking sightline distances of 120m from a setback point of 2.4m. Sightlines should be achievable over land either in the applicant's control or over land that is highway. I believe you have a plan showing the extent of highway. The sightlines should be measured to a point 1m from the nearside edge of the carriageway.

I trust that helps

Ms Kal Kamboh

Principal Officer

Transport Development Control

County Archaeologist, ESCC – June 2018

Dear Natalie

Land at The Plough, Plumpton Green

The site does not contain any designated heritage assets and there are none in the immediate vicinity.

The site is not within an Archaeological Notification Area and there are no recorded archaeological finds from within its boundary. However this may reflect a lack of past archaeological research in this area. In the wider landscape we have evidence for landuse, settlement and activity from at least the Roman period onwards.

The site therefore has an undefined archaeological potential and in line with section 128 of the NPPF should be subject to fieldwork assessment prior to a planning decision being made.

- Amber

Kind regards

Greg Chuter MA, MCIFA

County Archaeologist

Environment Advice Team,

Communities Economy and Transport

County Ecologist, ESCC – June 2018

Dear Natalie

I have the following comments.

Plumpton

- The site is not covered by any designations for its nature conservation interest, but there is a designated Wildlife Verge on St Helena Lane (opposite side of the road). The verge is designated for its unimproved neutral grassland. This may have an impact on works to improve visibility for access. There should be no encroachment into the verge.
- There are local records of notable and protected species, most notably a bat roost at St Helena Farm plus notable invertebrates and vascular plants from the site and surrounding area.
- Any development would need to be informed by an Ecological Impact Assessment with appropriate mitigation, compensation and enhancement agreed.
- Overall RAG assessment AMBER.

Kind regards

Kate

Dr Kate Cole MCIEEM

County Ecologist
Environment Team

Rights of Way & Countryside, ESCC – June 2018

Dear Natalie,

Thanks for your email below, which Chris has forwarded to my Team for comment.

As you've noted, the Plumpton site has a public footpath running through it (see the attached Plan 1.)

In regards to that proposal, we would see a diversion order under Section 257 of the Town and Country Planning Act as necessary and would expect the Planning Authority to make and process that order. We would also emphasise the need for early discussions with my Rights of Way concerning the footpath if these plans are taken forward.

If you have any questions, please let me know.

Best regards,

Andy

Andy Le Gresley

Team Manager
Rights of Way & Countryside



Transport Monitoring Team

Speed Survey for
Natalie Carpenter
Lewes District and Eastbourne Borough
Councils
September 2018

For further information regarding the commissioning of all types of transport surveys please contact:

Penelope Bentley – Transport Monitoring Team Manager

Transport Monitoring Team,
East Sussex County Council,
Communities, Economy & Transport Department, County Hall,
St. Anne's Crescent, Lewes, East Sussex, BN7 1UE

Tel: 01273 482248

Email: penelope.bentley@eastsussex.gov.uk



Area Surveyed:

Our ref: A5501

Grid Ref: 536502.117930

Monitoring Period: 11to 19 September 2018

Methodology:

The survey was carried out using a Speed Detection Radar (SDR), attached to a post at the location.

Results:

The volume and speed of traffic were recorded and the results are displayed as summaries.

The average 85th percentile speed over twenty four hours was recorded as:

A5501	southbound	45 miles per hour
	northbound	44 miles per hour

The 85th percentile speed is the speed at, or below, which 85 percent of the traffic is travelling, or viewed another way, the speed that only 15 percent of drivers exceed.

The average speed over twenty four hours was recorded as:

A5501	southbound	36 miles per hour
	northbound	37 miles per hour

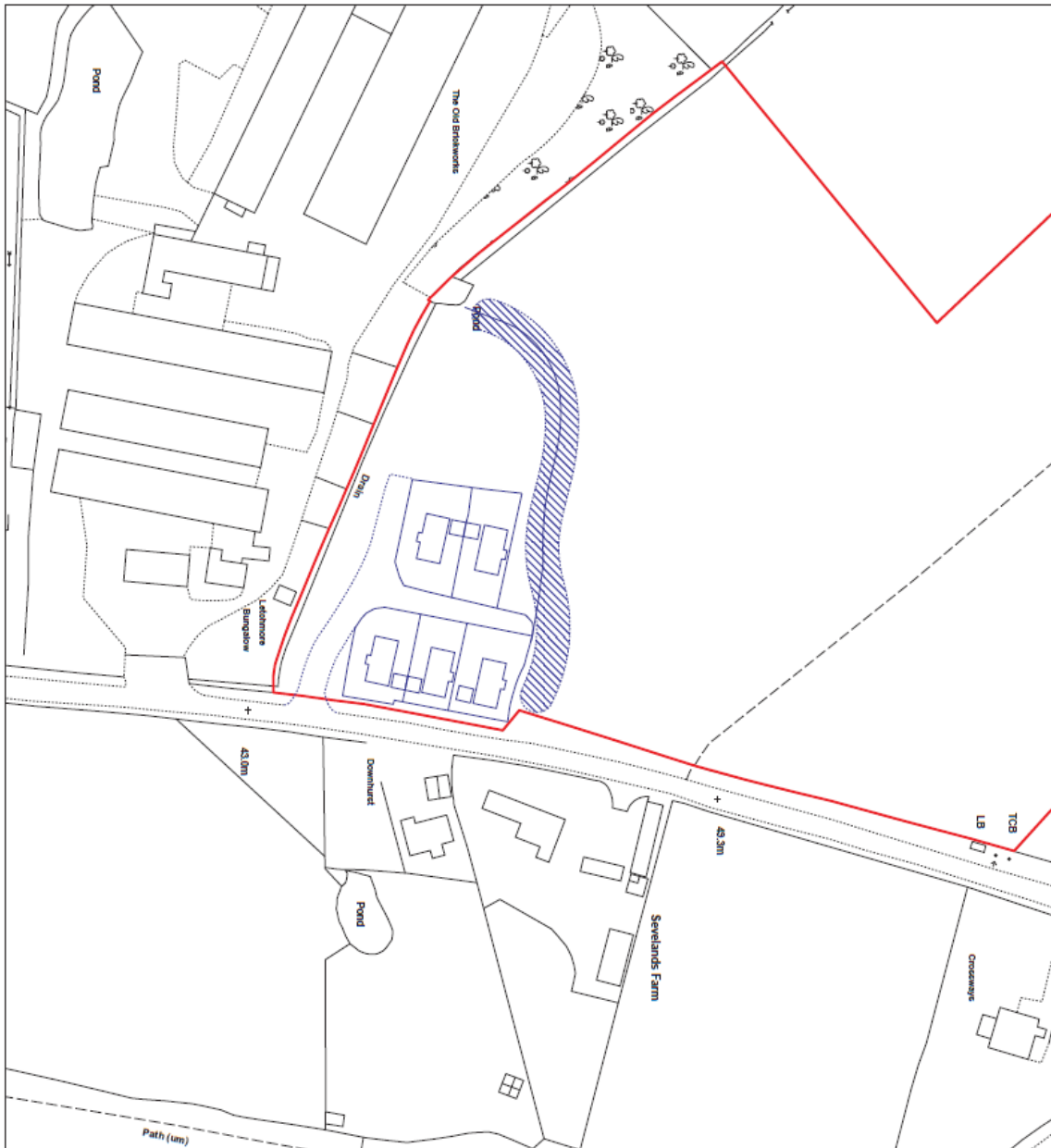
The average speed is the speed at, or below, which 50 percent of the traffic is travelling, or viewed another way, the speed that only 50 percent of drivers exceed.

East Sussex County Council's Transport Monitoring Team carries out a range of transport surveys including:

- Manual Volumetric Counts
- Journey Time Surveys
- Bus Time Surveys
- Pedestrian Counts
- Passenger Counts
- Parking Surveys
- Automatic Volumetric Counts
- Radar Speed Surveys
- Speed Gun Surveys
- Roadside Census Interviews
- Cycle Surveys
- Video Surveys

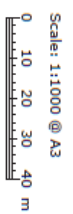
Historical data is available from numerous sites across East Sussex.

APPENDIX E - Indicative layout of proposed GT01 site allocation



Land between The Plough and the Old Brickworks, Station Road, Plumpton, BN7 3DF

Indicative Gypsy & Traveller Site Layout



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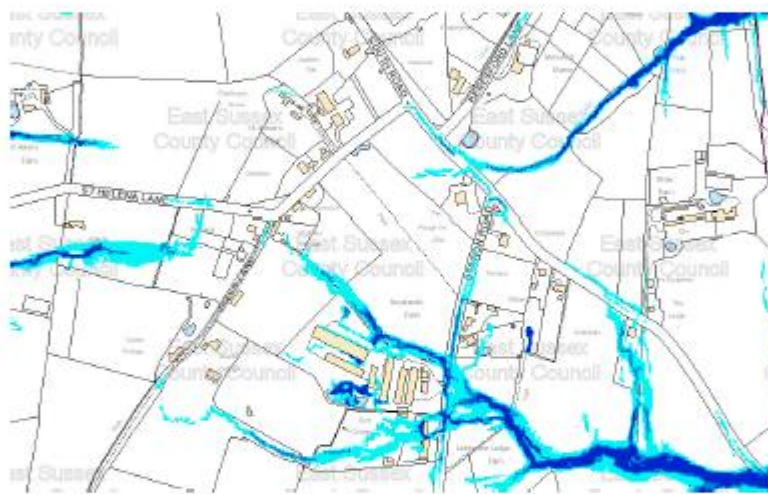
APPENDIX F - Extract from ESCC's flood risk and drainage report




Surface Water Flood Risk

The Environment Agency's surface water flood mapping shows the predicted surface water flood risk at the development site, and the table below gives the corresponding maximum flood depth:

Table 1: Surface Water Flood Depths

Flood Event	Maximum Depth
3.33% AEP (1 in 30 year)	0.20
1% AEP (1 in 100 year)	0.25
0.1% AEP (1 in 1000 year)	0.53



 3.33% AEP Extent	 1% AEP Extent	 0.1% AEP Extent
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Figure 2: Surface Water Flood Risk

There is a major overland flowpath at this site; however this is likely to be associated with the ordinary watercourse. The proposed site layout and levels should consider surface water flood risk to ensure that flood risk is not created on or off-site.

Further information can be viewed online on at the Environment Agency's pages on the GOV.UK website.

APPENDIX G – Glossary

Term	Definition
Gypsy and Traveller	“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.” <i>(as defined in Annex 1 of 2015 Planning policy for traveller sites, DCLG⁴)</i>
Permanent site	Where caravans can be located all year round, as opposed to transit sites where caravans can be stationed on pitches for up to 3 months, or other specified length of time. Pitches can be provided, and managed, by local authorities or privately owned.
Pitch	Defined area of land on a site/ development general home to one licensee household. Can vary in size but should be able to accommodate one static caravan, one touring caravan and one vehicle.
Transit site	Where caravans can be stationed for a fixed period of time, usually up to 3 months unless otherwise agreed with the relevant management company.
Travelling Showpeople	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above. <i>(as defined in Annex 1 of 2015 Planning policy for traveller sites, DCLG)</i>
Unauthorised Encampment	Residing in caravans/ trailers on private/ public land without the landowner’s permission.

⁴ 2016 GTAA was prepared under the previous definition which included Gypsies, Travellers and Travelling Showpeople that have ceased to travel *permanently*, as well as temporarily.

APPENDIX H – Duty to Co-operate unmet need letter to LPAs



Lewes District Council

Southover House
Southover Road
Lewes BN7 1AB
01273 471600
01273 484488 minicom
www.lewes-eastbourne.gov.uk

By Email Only

7th December 2018

Dear Head of Planning,

This letter represents a Duty to Cooperate request to assess the extent to which the unmet Gypsy and Traveller need for permanent pitches within Lewes District, as a whole, may be accommodated within neighbouring authorities' administrative areas.

Lewes District Council has recently published the Local Plan Part 2 (LPP2), which applies to the area of the district that lies outside the South Downs National Park (SDNP). The recently adopted Local Plan Part 1, (adopted in May 2016) sets the requirement for 13 net additional permanent pitches to serve Lewes District, 8 to serve the needs arising within the SDNP and 5 to serve the needs arising within Lewes district outside the SDNP. This requirement is identified in Core Policy 3 (*Gypsy and Traveller Accommodation*), which states that provision will be made within LPP2, the SDNP Local Plan or neighbourhood plans.

Lewes District Council undertook a 'call for sites' for Gypsy and Traveller provision as part of the Regulation 18 consultation on the Draft LPP2 between November 2017 and January 2018, however no sites were submitted to the Council. The Council reviewed filtered SHELAA sites and its own land holdings to assess opportunity to meet the requirement.

As a result of this further work the LPP2 Pre-Submission and Submission Plan is allocating a site for the provision of 5 permanent pitches. The SDNP Local Plan has identified 5 permanent pitches towards their requirement of 8. There remains, therefore, an unmet need of 3 pitches required to serve the needs of Lewes District as a whole. Both authorities consider that Lewes JCS Core Policy 3 and South Downs Local Plan Strategic Policy SD33 respectively set positive frameworks for bringing as-yet unidentified sites forward through the development management process.

As Gypsy and Traveller pitches represents a strategic unmet need, which Lewes District Council is unable to accommodate within its own planning administrative boundary (the area of Lewes District outside the SDNP), this letter represents a Duty to Cooperate request to assess the extent to which the unmet need may be accommodated within neighbouring authority administrative areas.

May I please have a response from your authority by Tuesday 18th December setting out whether you may be able to assist?

If you would like to discuss anything contained within this letter please contact me on 01273 085677 or tondra.thom@lewes-eastbourne.gov.uk .

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'T Thom'.

Tondra Thom

Planning Policy Lead