

Hearing Statement on behalf of Gypsy Traveller Wales Cardiff Council Replacement Local Development Plan Examination - Gypsies and Travellers

Introduction

1. This statement will address the matters set out in the hearing agenda. Before doing this, I would like to draw the Inspectors attention to appendix 1 of this statement which contains an extract of the Cardiff Local Development Plan 2006-2026 – Inspectors’ Report. Para. 6.8 states:

*Further to the examination Hearing, and in response to the Inspectors’ request, the Council prepared a position statement setting out clear mechanisms and timescales for delivery of a site or sites to meet the identified need for 108 pitches. It is proposed to undertake a comprehensive review of the site selection process, including revisiting the site selection criteria, to identify suitable sites to **meet the identified current need over the next two years and to meet the longer term need by 2021.** [my emphasis]*

2. Since this time, 4 pitches have been provided. As such, consideration on the Council’s current position should take account of the limited delivery under the currently adopted plan.

Should additional sites be allocated to meet the identified need?

3. In our view, the evidence supports the allocation of additional sites to help meet the identified need. The Council’s position on how need will be met is set out in CD11 is:

*The Council has already begun addressing this requirement through a recent planning permission for 4 pitches adjacent to the existing Shirenewton Gypsy and Traveller site. This demonstrates that need is not solely dependent on strategic allocations and **that windfall provision continues to play a meaningful role** [my emphasis].*

4. Some LPAs will be able to demonstrate a good track record of windfall provision, particularly those with large numbers of private sites and fewer constraints. At present, Cardiff has a more limited delivery through windfall provision compared to some other authorities, as the additional pitches at Shirenewton (to the best of our knowledge) are the only such application in over a decade. This means that windfall provision has delivered just 3.78% of the identified need in the last plan. (There were no allocations made in the last plan).

5. Furthermore, the GTAA is clear that the vast majority of Gypsies and Travellers in Cardiff live in socially provided accommodation, and that as a consequence the requirement is for socially provided pitches. Given the limited delivery to date, it may be challenging for identified need to be fully met without further allocations.

Transit sites

6. The GTAA at 5.2 states:

A transit site of 10 pitches was proposed from the previous Gypsy & Traveller Accommodation Assessment and this was included in the Local Development Plan Monitoring Framework. The current assessment still supports this figure.

7. The GTAA is specifically for Cardiff, it has not been carried out on a subregional basis. As such, the need should be met in Cardiff.
8. The Councils approach of wanting neighbouring boroughs to provide a site might be arguable if there was any land identified in neighbouring boroughs which would be suitable to meet Cardiff's needs.
9. It is notable that the current GTAAs for the Vale of Glamorgan, Newport, Caerphilly, and Rhonda Cyn Taf all claim that there is no need for transit provision. Given this context, and the difficulties that nearly all Councils have in providing sites, it is currently unclear how any transit provision will be made, unless by this Council.

Pengam Green

10. We have a number of concerns regarding aspects of the proposed allocation, and supporting justification proposed to date. To start with, there is nothing in the relevant statute or policy that supports the allocation of any form of housing for a temporary period.
11. Aside from the lack of in principle policy support, the reality is that a significant amount of public money will be spent on something that will only be in use for a limited time. Further clarity would be helpful regarding how a high-quality living environment would be achieved given the temporary nature of the proposal.

Site specific evidence

12. The detailed evidence has not been made available, as such it is not possible to objectively assess matters such as flood risk, biodiversity and contamination. We are of the view that these studies should be made available. This would be in accordance with the approach in the development plans manual at p.136 which requires:

The evidence base to support the delivery of any allocation(s) must be available at the deposit stage. The views of statutory bodies such as NRW, DCWW, relevant Council Departments (e.g. highways, drainage, SuDS Approving Bodies) must be considered and be shown to demonstrate that sites comply with national policy and there are no impediments to delivery.

Suitability for residential occupation

13. The examining Inspectors have already noted the issues with the suitability of the location, and we also have concerns. The justification given by the Council is that this is the *most realistic and deliverable option capable of meeting a substantial proportion of the identified need*. We consider that further justification and evidence would be beneficial. Without having sight of the detailed technical work it is not possible to fully comment on the suitability of the site.

Community consultation

14. The claim is made that the *location is supported by the majority of the Gypsy and Traveller community*. At present, limited evidence has been published regarding the consultation undertaken with the Gypsy and Traveller community in relation to this specific site. The GTAA is the only documented evidence of consultation with the community and this is silent on the site.

The site selection process

15. Having reviewed the Council's report on the sites they considered, we are of the view that there is currently limited detail available to enable full consideration of the rejected sites, which given the unsatisfactory nature of the suggested allocation is of relevance. We can make several general comments on the some of the reasons for rejection:
16. 5 sites were screened out as they '*Can meet other planning requirements*' such as employment use or being a green wedge. The LPA could be invited to explain how it had regard to the relevant provisions of the Housing (Wales) Act 2014 in coming to these conclusions.
17. 10 sites were screened out because they were in a SSSI – no studies have been provided on this point. There appears to be a differing approach taken in relation to biodiversity considerations, as the Council in justifying the temporary site at Pengram Green argue that:

The Circular does not preclude development within or adjacent to designated biodiversity sites; rather, it requires that such matters are appropriately assessed and that any potential impacts are understood and mitigated.

18. Furthermore, it is noted that the other sites that are allocated for use elsewhere in the plan are subject to similar constraints¹. As such, without further detail it is not possible to assess if the LPA have taken an even handed approach to the issue.
19. 3 sites are screened out as *total cost could prejudice the ability for the site to be developed* – further evidence regarding viability considerations would assist in understanding this conclusion.
20. 5 sites are screened out due to impact on the historic environment. Further explanation of how these considerations were balanced with the statutory requirement to meet identified need would be beneficial . It is notable that some of these sites will have also been identified for other uses which calls into question this reason for rejection.
21. Further to the 2026 report, we attach at appendix 2 a copy of a site study produced on behalf of the LPA in July 2013. It is also notable that the sites 1-31 listed in Appendix 1 of the 2026 report also found in the 2013 document.
22. What notable is that the 2013 sites report set out some 5 sites which were suitable:

5.3.9 A total of 5 sites are identified as potentially suitable sites to contribute additional pitches and plots towards meeting future identified needs for Gypsies and Travellers.

Table 5.1: Sites with Potential for Further Provision for Gypsies and Travellers in Cardiff

Site No.	Site Name	Size ha	No of Pitches	Settlement
CAR025	Ely Bridge Farm, Dyfrig Road	0.72	12	Cardiff
CAR026	Queen Alexandra Head, Cargo Road	4.69	20	Cardiff
CAR028	Former Queens Gate Car Park, Tyneside Road	1.58	20	Cardiff
CAR039	Land at Brindley Road, Leckwith	5.26	20	Cardiff
CAR044	Former Lansdowne Hospital Site, Sanatorium Road	1.51	20	Cardiff

23. It would be helpful to understand why these sites were not progressed further following the earlier assessment work.
24. Specifically with regard to each site:
 - **Ely Bridge Farm** appears to have been granted planning permission for residential use in 2014. Its not clear why it has been assessed again in 2026.

¹ cEC2: LAND SOUTH OF ST MELLONS BUSINESS PARK

- **Queen Alexandra Head and the Former Queens Gate Car Park** are both covered by *H2: Housing led regeneration areas*. It is not clear why Gypsy and Traveller provision could not be included as part of these areas.
- **Land at Brindley Road** is recorded as *Site not available as part required for operational purposes and remainder recently sold by Council*. The Council are invited to clarify why this site was sold after having been identified as being suitable for Gypsies and Travellers.
- **Lansdowne Hospital** was granted residential permission in 2022. Again, its not clear why its been assessed again in 2026.

Suggested actions

25. Gypsy Traveller Wales wishes to see high quality provision made to meet the identified need for both permanent and transit provision. As such, we would ask the Inspectors to consider the following suggestions:

Site allocations – further sites should be allocated to meet the need over the plan period. This could take the form of allocations for smaller sites in the *Housing led regeneration areas*. In our view, specific allocations are likely to strengthen the prospect of identified being met over the plan period

Transit provision – The LPA should seek to identify and procure a suitable piece of land within or just beyond its boundaries to meet the need for transit pitches

Pengam Green – if this site is to proceed, we would ask that the following matters are addressed to the satisfaction of the Inspectors:

- Why it is not possible to make permanent provision (our concern is whether a temporary site satisfies the test of soundness)
- Clear evidence that the site can provide a satisfactory living environment
- Clarity on numbers – 80 pitches would represent a very large socially provided site by UK standards. We would recommend a site design for several micro sites of no more than 10 pitches which would be able to meet the needs of extended family groups. Failing that the figure of 80 should be reduced.

Dr Simon Ruston MRTPI on behalf of Gypsy Traveller Wales May 2026

Appendices

Appendix 1 - Extract of the Cardiff Local Development Plan 2006-2026 – Inspectors’ Report

Appendix 2 – Cardiff County Council, Gypsy and Traveller and Travelling Showpeople Sites Study, July 2013

Appendix 1- Extract of the Cardiff Local Development Plan 2006-2026 – Inspectors' Report

**Adroddiad i Gyngor Dinas
Caerdydd**

**Report to Cardiff City
Council**

gan;

**Rebecca Phillips BA (Hons) MSc DipM
MRTPI MCIM**

Richard Jenkins BA (Hons) MSc MRTPI
Arolygyddion a benodir gan Weinidogion

Dyddiad: 05/01/2016

by;

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Inspectors appointed by the Welsh Ministers

Date: 05/01/2016

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 64

**REPORT ON THE EXAMINATION INTO THE
CARDIFF LOCAL DEVELOPMENT PLAN
2006 - 2026**

Plan submitted for examination on 14th August 2014

Examination Hearings held between 13th January and 27th February 2015
and on 28th and 29th September 2015

Cyf ffeil/File ref: LDP/Z6815/14/515993

Conclusion

- 5.15. We are satisfied that the evidence supports the need to seek affordable housing provision at the level envisaged and the proportions sought on brownfield and greenfield sites reflect available evidence. Policy H3, as proposed to be amended by **MAC19**, would set out a clear yet flexible approach which would take into account the effect on the viability of development along with other site specific factors. Subject to those changes proposed by the Council as set out above, we find the Plan’s approach to affordable housing sound.

6 Gypsy & Traveller Sites

Level of Need for Permanent Sites and Plan Allocation

- 6.1. There are two Council-managed Gypsy and Traveller residential sites in Cardiff at Rover Way and Shirenewton. There are also a few privately run sites, most notably next to the Council’s site at Shirenewton. The sites generate a need for new pitches. The Council commissioned an independent study⁵⁵, carried out in consultation with the Gypsy and Traveller community, to assess the level of need for permanent and transit sites over the Plan period. The level of need identified for the remainder of the Plan period (2013 – 2026) was 108 additional permanent pitches. This comprises a current need for 43 pitches and a future need for 65 pitches.
- 6.2. The submitted Plan allocates land for the provision for Gypsy and Traveller accommodation at Seawall Road via Policy H7: ‘Allocation Policy for Gypsy and Traveller Site’ which would accommodate 65 new pitches. However, the site is within a Zone C2 floodplain, as identified by the TAN 15 Development Advice Maps (DAMs)⁵⁶. This position remains unchanged with the update to the DAMs in January 2015. TAN 15 says that sites in Zone C2 should not be allocated for highly vulnerable development⁵⁷, such as residential premises which includes caravan parks. WG Circular 30/2007 says that Gypsy and Traveller sites should not be located in areas at high risk of flooding given the particular vulnerability of caravans.
- 6.3. The Council’s study into potential sites rejected it on the basis of it being within Flood Zone C2⁵⁸. The allocation was based on the findings of the Phase 2 Strategic Flood Consequences Assessment (SFCA) which indicated that flood risk would be within current guidelines for development conditions but that flooding would become an issue when considering the impact of rising sea levels in future years. However, national planning policy advises that flooding consequence assessments should ensure that the development meets an acceptable standard of flood defence for the design life of the development⁵⁹.
- 6.4. Moreover, national planning policy also requires a sequential approach to the location of development in areas at high risk of flooding. The objective is to

⁵⁵ Gypsy and Traveller Accommodation Needs Study (April 2013)

⁵⁶ PPW Technical Advice Note (TAN) 15: ‘Development and Flood Risk’

⁵⁷ PPW Technical Advice Note (TAN) 15: ‘Development and Flood Risk’ paragraph 10.8

⁵⁸ Gypsy, Traveller and Travelling Showpeople Sites Study: Final Report (July 2013)

⁵⁹ PPW Technical Advice Note (TAN) 15: ‘Development and Flood Risk’ Appendix 1, E) paragraph 8

move away from flood defence and the mitigation of the consequences of new development in areas of flood hazard towards a more positive avoidance of development in those areas⁶⁰. Flood defence enhancement schemes are currently planned as part of a wider scheme that would reduce flood risk on the site. However, in light of the site’s location in Flood Zone C2 the allocation would conflict with TAN 15 and soundness tests.

- 6.5. Consequently, the Council proposes to delete the allocation and Policy H7 (**MAC22, MAC PM4**). However, in line with recommendations in the sites study, the site would be kept under review should satisfactory measures be implemented as part of a wider scheme to mitigate flooding in the area. An indicator is proposed to be included in the revised monitoring framework to that effect (**MAC75**).
- 6.6. The existing site at Rover Way was the subject of a report commissioned by the Council to examine its physical condition⁶¹. The report identified the site as being potentially vulnerable to flooding due to coastal erosion. If this site had to close, there would be a need to find a further 21 replacement pitches. The report recommends that this situation will need to be resolved by 2033. Accordingly, it is proposed to include an indicator in the monitoring framework to ensure that the existing supply of pitches is maintained and a trigger to seek alternative pitches should existing pitches be lost (**MAC75**).

Level of Need for Transit Sites

- 6.7. The Gypsy and Traveller Accommodation Needs Study identified a gap in provision for a suitably located transit site of around 10 pitches near the M4. However, the study says that this does not necessarily fall within Cardiff and could potentially be met by a range of local planning authorities in the area. The study recommends that the needs of Gypsy and Travellers visiting South East Wales should be considered at a strategic level.

Provision of Permanent and Transit Sites

- 6.8. Further to the examination Hearing, and in response to the Inspectors’ request, the Council prepared a position statement setting out clear mechanisms and timescales for delivery of a site or sites to meet the identified need for 108 pitches. It is proposed to undertake a comprehensive review of the site selection process, including revisiting the site selection criteria, to identify suitable sites to meet the identified current need over the next two years and to meet the longer term need by 2021. The review would also identify potential funding sources. Consequential changes to the Plan, as proposed by **MAC23**, would make clear that local authorities are required by the Housing (Wales) Act 2014 to assess the accommodation needs of Gypsy families and to submit the assessment to the WG for approval by February 2016. This assessment would also include an evaluation of the need for transit sites in Cardiff.
- 6.9. The Council proposes to establish a Steering Group to work proactively with its Housing Department and the Gypsy and Traveller community to identify a

⁶⁰ PPW paragraph 13.2.3 and Technical Advice Note (TAN) 15: ‘Development and Flood Risk’

⁶¹ Site Appraisal Report on the Rover Way Gypsy and Traveller Site (May 2013)

permanent site. It is proposed to include the process and timescales for identification and provision of accommodation in the Plan (**MAC23**). Whilst the proposed deletion of the allocation means that a site has not now been allocated, we are satisfied that adequate explanation has been provided and clear procedures would be put in place to ensure that the necessary provision is made. The Council is also well aware of its duty under the Housing (Wales) Act to provide a permanent site where there is evidence of need. The mechanisms and timescales for delivery would also be set out in the revised monitoring framework (**MAC75**) to ensure that a suitable site or sites would be identified and provided to meet the current need by 2017 and the longer term need by 2021; failing this the Plan would be partially reviewed.

- 6.10. In addition, Policy H8: ‘Sites for Gypsy and Traveller Caravans’ provides criteria to allow suitable sites to come forward. Proposed changes to criterion ii (**MAC23**) would ensure that the correct terminology is used in respect of land contamination and would ensure that the policy was coherent. Subject to this change and proposed changes to the reasoned justification, Policy H8 would provide a sufficiently sound basis for meeting the need for Gypsy and Traveller sites.

7 Sustainable Transport and Infrastructure

Sustainable Transport: Modal Split

- 7.1. A key priority of the Plan is to establish Cardiff as a sustainable travel City as part of the wider objective of ensuring that people in Cardiff have a clean, attractive and sustainable environment. A central aim of the transport strategy underpinning the LDP is to achieve a 50:50 split between travel by car and sustainable travel. The modal split would relate to all journeys. The Plan refers to the Council’s modelling assessment which shows that the growth projected in the LDP will result in major increase in transport movements and to accommodate the additional trips on the highway network, it will be necessary for at least 50% of all trips on Cardiff’s transport network to be made by sustainable modes by the end of the Plan period.
- 7.2. The supporting evidence⁶² indicates that traffic flows need to be constrained to 2010 levels for the transport network to accommodate the growth envisaged in a way which avoids unmanageable levels of congestion. In order to achieve this, there needs to be a shift from car use to sustainable modes across all journey purposes from the 64% share identified in 2011 to the 50% share in the 50:50 target. The Plan acknowledges that in order to achieve the 50:50 modal split, development in the LDP would need to be supported by significant new transport infrastructure, improvements to existing transport and measures to manage travel demand and encourage use of sustainable transport both within existing and new communities in Cardiff.
- 7.3. The Council’s evidence points to various data sources to show that there has been a significant increase in sustainable travel to work over the last 10 years, including a corresponding increase in rail use and cycling over the same period. The evidence indicates that a shift to more sustainable travel is already taking

⁶² Background Technical Paper 5: Transportation (September 2013)

Appendix 2 – Cardiff County Council, Gypsy and Traveller and Travelling Showpeople Sites Study, July 2013

Cardiff County Council

**Gypsy, Traveller and
Travelling Showpeople
Sites Study**

Final Report

Project Ref: 27420/001

Doc Ref: R001/rev02

July 2013

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Gypsy, Traveller and Travelling Showpeople Sites Study
Final Report

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Gypsy, Traveller and Travelling Showpeople Sites Study
Final Report

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1 Introduction and Background

1.1 Introduction

1.1.1 Opinion Research Services (ORS) have completed a new Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment (GTAA) for the County which identifies a need for 108 pitches. Atkins have recently completed a Site Appraisal Report on the Rover Way Gypsy and Traveller Site. Both studies have informed the Cardiff County Council to commission a Site Assessment Study that seeks to identify suitable sites for Gypsy and Traveller use.

1.1.2 The Council has appointed Peter Brett Associates LLP (PBA) to provide advice on the delivery of pitches, which will help to identify sites required to meet the needs assessment. The objective of the study is to identify as many sites as possible that are considered suitable, available and achievable. This will include an assessment of sites identified by the traveller communities and other stakeholders as possible locations for new pitches, public land, promoted candidate sites and intensification and expansion of existing sites.

1.1.3 The results of this study will inform the development of relevant policies and allocations for inclusion in the emerging Local Development Plan and to guide the consideration of future planning applications for Gypsy, Traveller and Travelling Showpeople sites.

1.2 Background

1.2.1 Gypsies and Travellers have lived in Britain for at least 500 years and probably longer. For the purposes of the planning system, Gypsies and Travellers means:

“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependents’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.”
('Planning for Gypsy and Traveller Caravan Sites', WG, December 2007)

1.2.2 Many Gypsies and Travellers continue to pursue an active itinerant lifestyle and are generally self-employed people. However, increasingly communities are becoming more settled.

1.2.3 Gypsies and Travellers are not a uniform homogeneous community, but rather a group of communities which share some features but have their own histories and traditions. Even within each main group there is fragmentation between different families which emphasises the lack of a cohesive community and the need to avoid over generalisations. However, the main cultural groups include:

- Romany Gypsies;
- Irish Travellers; and

- New Travellers.

- 1.2.4** Romany Gypsies and Irish Travellers are recognised in law as distinct ethnic groups and are legally protected from discrimination under the Race Relations Acts.
- 1.2.5** Travelling Showpeople have traditionally been involved in holding fairs and circuses for many hundreds of years. For the purposes of the planning system, Travelling Showpeople means:
- “Showpeople are self-employed business people who travel the country holding fairs, chiefly during the summer months. Although their work is of a peripatetic nature, showpeople nevertheless require secure, permanent bases for the storage of their equipment and more particularly for residential purposes.” (‘Travelling Showpeople Circular 78/91’, WG, December 1991)
- 1.2.6** The Welsh Government (WG) published a policy statement *‘Planning for Gypsy and Traveller Caravan Sites’* in 2007. WG have also produced a Good Practice Guide in Designing Gypsy Traveller Sites in Wales.
- 1.2.7** Planning Policy Wales (Edition 5, November 2012) requires local authorities to have policies for the provision of appropriate sites in development plans for Gypsy and Traveller accommodation. Local planning authorities are currently required to identify and allocate sufficient sites to meet the needs of these groups within their Local Development Plans.
- 1.2.8** WG Circular 30/2007 explains that where there is an assessment of unmet need, local authorities should allocate sufficient sites for Gypsies and Travellers in Local Development Plans.

2 Methodology

2.1 Introduction

2.1.1 This section sets out the methodology we have followed to deliver the outputs sought from the sites study work. We developed a methodology that was driven by the Council's requirements set out in the specification.

2.1.2 **Tasks 1 and 2** involved an inception meeting and gathering relevant information regarding policy and site constraints. At **Task 3** we liaised with consultants Opinion Research Services (ORS), who carried out the needs assessment for the Council, to identify key site requirements and needs in order to establish at **Task 4** site assessment criteria.

2.1.3 **Tasks 5 and 6** involved identifying sites, site survey and assessment resulting in a shortlist of sites. **Task 7** involved developing delivery options for the Council. We report our findings and recommendations at **Task 8**.

2.2 Task 1 Inception Meeting

2.2.1 We discussed and agreed with the Council the proposed methodology for the project and started to explore the issues and gain initial views from the Council on the scope and contents of the agreed outputs. We discussed:

- Local policy issues relating to Gypsies, Travellers and Travelling Showpeople;
- Relevant development management issues, including recent planning history and the scope of the study in terms of identifying potential delivery mechanisms;
- The site specific criteria for the identification and assessment of sites for allocation;
- Potential sites and sources of sites for consideration;
- Relevant site constraints and opportunities; and
- Sources of information and relevant contacts.

2.3 Task 2 Information Gathering

2.3.1 An important early task was to gather information relevant to the proposed work. This included information relating to the types of sites to be considered by the study.

2.3.2 We reviewed information on the pattern of distribution and nature of current authorised and unauthorised sites within the study area.

2.3.3 Physical constraints and policy designations were identified together with studies which would assist in site selection, such as flood studies and facilities studies.

2.3.4 Ordnance Survey mapping is a key element to any site survey work and provides the base for all assessment and presentation. The Council provided a GIS base for the study area and available designation and constraint data in the form of GIS map layers. We mapped all possible sites using GIS software and linked this to our sites database.

2.3.5 PBA has developed a unique database capable of storing all site details and assessment criteria, linked to GIS generated site maps. The database was tailored to meet the requirements of the Council, established at the inception meeting, so that the Council can take forward the database after the end of the project, to actively monitor the progress of identified sites and add new sites as they come forward.

2.4 Task 3 Understanding Needs and Requirements

2.4.1 A key part of the assessment has been gaining a thorough understanding of the site requirements of Gypsies, Travellers and Travelling Showpeople based within the study area. We achieved this through discussions with ORS regarding the results of the recent Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment.

2.4.2 In particular, we reviewed the results of the fieldwork and the interviews carried out with Gypsies, Travellers and Travelling Showpeople regarding:

- Gypsy, Traveller and Travelling Showpeople patterns of movement and connections with the area;
- Views of current sites and on-site facilities; and
- Future site needs.

2.4.3 We have carried out many consultation exercises to establish the views of the travelling and settled communities on what makes a good site and on appropriate site criteria and we have used the knowledge gained of the relevant issues identified from work elsewhere to inform the recommendations arising from this study.

2.5 Task 4 Identifying Clear and Transparent Site Assessment Criteria

2.5.1 Based upon our review of available policy, guidance, the identification of site needs and requirements, and physical constraints, we identified a series of site criteria for discussion and agreement with the Council and key stakeholders, who were consulted via e-mail. We used these to assess potential sites and this can be used to inform recommendations regarding future site criteria for assessing future planning applications.

2.5.2 Account has been taken of national policy, as contained within the Circulars and Good Practice Guides and existing and emerging local policy, as contained within the adopted Local Plan and previous Unitary Development Plan. Account has also been taken of the existing pattern and distribution of need for Traveller provision as set out in the new Gypsy and Traveller Accommodation Needs Assessment.

2.5.3 The general approach to identifying appropriate site selection and assessment criteria will be to build upon the criteria set out within WG Circular 30-2007. In particular, the criteria address the following key questions:

- Is the site available?
- Is the site suitable?
- Is the site achievable?

2.5.4 A key consideration, based upon Circular 30/2007, is that criteria should be “*fair, reasonable, realistic and effective in delivering sites*” (paragraph 25). Criteria should be clear and transparent and unambiguous. Many previous studies and local plan criteria based policies across the country have used very restrictive criteria which have prevented many reasonable sites from coming forward. This is one of the principal reasons why WG is no longer relying simply upon criteria based policies to bring forward suitable sites for the travelling communities.

2.5.5 The criteria for determining suitability were structured around the following themes:

- Protected areas:
 - Nature conservation designations;
 - Other landuses, such as open space;
 - Conservation areas;
 - Historic parks and gardens; and
 - Floodplain;
- Site characteristics:
 - Size;
 - Proximity to housing;
 - Noise levels;
 - Contaminated land;
 - Landscape and townscape character;
 - Biodiversity;
 - Flooding; and
 - Surrounding land uses;

- Accessibility to services:
 - Doctors;
 - Schools;
 - Shops; and
 - Bus stop;
- Transport:
 - Road infrastructure;
 - Access arrangements; and
 - Pedestrian safety; and
- Site services:
 - Electricity;
 - Water;
 - Sewerage;
 - Drainage;
 - Space for storage; and
 - Space for parking and turning.

2.6 Task 5 Identifying Potential Sites

2.6.1 Potential sites were established from a review of information at **Task 2**. From the project brief, the sites to assess were identified as:

- *Existing authorised and unauthorised sites, and sites subject to full, temporary or personal consents or certificates of lawful use* – We investigated the potential to regularise, implement, intensify or extend, existing Gypsy and Traveller sites and permissions;
- *Sites owned by Gypsies and Travellers* – We followed up any sites identified by Gypsies and Travellers during the fieldwork interviews and contacted key Gypsy and Traveller representatives known to the local Gypsy and Traveller community to identify any additional sites. We worked with one representative to send out a bespoke letter to each Gypsy and Traveller family they knew living in Cardiff and put up posters within their office;

- *LDP Candidate sites* – We reviewed all Candidate sites submitted in 2010 to check if any privately owned land was available for Gypsy and Traveller use. Publicly owned Candidate sites were deemed potentially available and discussions were undertaken with private promoters to determine availability;
- *Surplus public sector land* – We reviewed all Council landholdings and discussions were held with Council officers and other public stakeholders to establish potential sites for survey;
- *Strategic sites and potential urban extensions* – The scope for identifying land within larger housing allocations to meet the objective of achieving mixed and balanced communities, has been investigated;
- *Sites owned by Housing Associations (RSLs)* – Our experience in other areas is that housing associations can provide an important source of sites as well as providing potential partners for ongoing site ownership and management;
- *Landowners* – We undertook a Call for Sites by contacting local agents and landowners to identify any potential from land held by private landowners or large estates; and
- *Settlement analysis* – We identified potential sites from a review of OS maps and physical and policy constraints within the County of Cardiff.

2.6.2 All sites identified from the above sources were mapped onto GIS and entered into the sites database.

2.7 Task 6 Site Assessment

2.7.1 A two stage site assessment was undertaken. Firstly, a desk based assessment of all sites identified was undertaken. This applied broad suitability criteria to sieve out immediately sites which were likely to fail on the grounds of contravening major constraints such as being within international environmental designations or within the boundaries of scheduled ancient monuments, etc.

2.7.2 We also undertook an initial broad assessment of the likely availability of potential sites and sites that were clearly not available were rejected at this stage. Candidate sites that were initially identified as not available were not assessed further within the study.

2.7.3 For all sites which passed this first stage, site surveys were undertaken by the consultancy team, working in a group of 2. We are used to recording information and assessing sites in a consistent way and recorded site details and surroundings using a standard proforma. Photographs of sites were taken to aid in site identification.

2.7.4 A landscape appraisal of all sites which lie outside of built-up areas was undertaken by Chris Enderby Associates. Comments on sites were provided by Council officers relating to highways, historic environment, development management and biodiversity. Comments on flood risk were also provided by Natural Resources Wales (NRW). All these comments informed the site assessments.

- 2.7.5** We assessed the suitability, availability and achievability of these sites in detail.
- 2.7.6** In terms of suitability we assessed each site against the site criteria which were broadly grouped into policy requirements, physical constraints and potential impacts. For sites outside existing settlements, we assessed the likely landscape impacts and whether mitigation measures could resolve any likely adverse impacts.
- 2.7.7** All existing Gypsy and Traveller sites in the study area (6 sites) are within flood zone C1. The Council has provided permission for Gypsy and Traveller sites previously within flood zone C1. Natural Resource Wales were contacted as part of this study and confirmed that sites within flood zone C2 and C1 are highly vulnerable and generally not suitable for Gypsy and Traveller use. Peter Brett Associates have rejected all sites identified within flood zone C1 and C2 in the second stage of the site assessment unless further Strategic flood work has been undertaken to illustrate otherwise.
- 2.7.8** In terms of likely availability, we spoke to identified landowners where known and sought to gain an understanding of availability and potential constraints to release. These can include legal or ownership problems, multiple ownerships, etc. We attempted to explore with landowners the potential mechanisms by which the site could be made available and the timescales for provision.
- 2.7.9** By achievability, we explored the likely economic viability of delivering the site taking into account cost factors (site preparation, infrastructure costs, etc.) and whether the value of potential alternative uses of the site makes its delivery unlikely.
- 2.7.10** All sites which were considered suitable, available and achievable were subject to an initial broad assessment of the capacity of the site in terms of the number of pitches or plots which could be provided on site. This took account of:
- WG Circular 30/2007 '*Planning for Gypsy and Traveller Caravan Sites*' (WG 2007);
 - WG Circular 78/91 '*Travelling Showpeople*' (WG 1991);
 - WG good practice guidance contained within '*Designing Gypsy Traveller Sites in Wales*' (WG 2009);
 - '*Designing Gypsy and Traveller Sites: Good Practice Guide*' (CLG, 2008);
 - '*Travelling Showpeople's Sites Model Standard Package*' (The Showmen's Guild of Great Britain, 2007);
 - Size and shape of site and character of the adjoining area;
 - Any relevant planning history; and
 - Templates of good layouts developed by Peter Brett Associates.

- 2.7.11** These helped to determine the optimum size and configuration of pitches or plots on site. On larger sites we assumed a mix of pitch sizes to reflect the needs of different families. The intention has been to take account of on-site constraints and the need, where appropriate, for landscaping and other mitigation measures to achieve a suitable development. A generous approach to landscaping and access arrangements has been taken to ensure a high standard of design can be achieved on site. This has resulted in sufficient access and accommodation space to create a site which Gypsy, Traveller or Travelling Showpeople find attractive. At the same time, sufficient space and landscaping will help to conserve the residential amenity of neighbouring uses, and protect potential impacts on the landscape and overlooking onto rights of way, for example.
- 2.7.12** All findings were recorded in the sites database and summarised in an accompanying site matrix. Location and site plans have been produced. We prepared overall conclusions and initial recommendations to discuss with the Council.

2.8 Stage 7 Developing Delivery Options

- 2.8.1** We discussed delivery related issues with the Council which would have a bearing on the final site recommendations. These related to:
- Providing a range of sites for different Gypsy and Traveller communities;
 - Meeting the need for a range of site sizes;
- 2.8.2** We have developed a number of delivery models which we applied to the shortlist of sites to ensure that the identified sites are demonstrably deliverable. This will be essential if the Council is to identify allocations through the Local Development Plan.
- 2.8.3** The availability of public funding sources has been reviewed during the project. All the available funding within the Welsh Government Traveller Pitch budget 2012/3013 has now been allocated. Further funding may become available as a result of slippage over the course of the programme. This is in addition to New Homes Bonus and other schemes.

2.9 Task 8 Recommendations and Reporting

- 2.9.1** We have developed specific recommendations for the Council to take forward site criteria and potentially deliverable sites for further consideration by the Council through the appropriate planning process.

3 Site Requirements

3.1 Introduction

- 3.1.1 National planning policy relating to Gypsies, Travellers and Travelling Showpeople is outlined within *'Planning for Gypsy and Traveller Caravan Sites 30/2007'* (WG, December 2007) and *'Travelling Showpeople Circular 78/91'* (WG, 1991).
- 3.1.2 The document includes important policy on how the process to identify Gypsy and Traveller Caravan Sites is undertaken. Under this, local planning authorities in Wales are required to:
- Where there is an assessment of unmet need for Gypsy and Traveller accommodation in the area, local planning authorities should allocate sufficient sites in LDPs to ensure that the identified pitch requirements for residential and transit use can be met;
 - Local planning authorities will need to demonstrate that sites are suitable, and that there is a realistic likelihood that the specific sites allocated in LDPs will be made available for that purpose;
 - When identifying sites the local planning authority should work with the Gypsy and Traveller community. This should include encouraging Gypsies and Travellers to put forward candidate sites as part of the LDP preparation.
- 3.1.3 With such policies in place in LDPs there will be more certainty for all concerned when planning applications are determined by local planning authorities, or, appeals are considered by the Welsh Ministers or Inspectors.

Cardiff Development Plans

- 3.1.4 The Cardiff Local Plan was adopted in 1996. There are no policies related to the provision of Gypsy and Traveller sites in the Local Plan.
- 3.1.5 South Glamorgan (Cardiff Area) Replacement Structure Plan 1991 – 2011 was adopted in April 1997. Policy H8 is a criteria-based policy to assess new Gypsy sites. There are no allocations in the Structure Plan related to Gypsy and Traveller provision.
- 3.1.6 Cardiff Unitary Development Plan (to 2016) is unadopted. The UDP is a consideration in development control decisions. Policy 2.28 provides criteria for all types of caravans including Gypsy and Traveller caravans. The UDP does not provide any policies relating to allocations for Gypsy and Traveller use.
- 3.1.7 The Cardiff UDP was placed on deposit in October 2003. In May 2005, following agreement with the Welsh Assembly Government, the Council resolved to cease preparation of the UDP and commence work on a new Local Development Plan (LDP).

- 3.1.8** Cardiff Council began the process of preparing a LDP and placed the LDP on deposit in April 2009. Following consideration of the responses to consultation the plan was submitted to WAG for examination. Amongst other concerns the Inspector expressed reservations about the lack of sites to meet the accommodation needs of Gypsies and Travellers at the Exploratory Meeting. Due to this and other concerns the Council therefore withdrew the LDP in April 2010.
- 3.1.9** The Local Development Plan is being progressed by Cardiff Council. In November 2010 the Council called for Candidate Sites to be submitted for inclusion in the LDP. However, no Gypsy and Traveller sites were put forward as part of this process.
- 3.1.10** A six week consultation period on the Preferred Strategy took place from November to December 2012. The Council is now preparing the Deposit Plan. Policy 8 in the Preferred Strategy states that *“provision will also be made for the accommodation needs of Gypsy and Travellers.”*

3.2 Number of Pitches and Plots Required

Gypsies and Travellers

- 3.2.1** There are 3 general types of sites which may be required to meet Gypsy and Traveller needs. These are:
- Residential sites – these provide residents with a permanent home;
 - Transit sites – these are permanent sites that provide temporary accommodation for their residents, normally between 28 days and 3 months; and
 - Emergency/temporary stopping places – these are pieces of land in temporary use as authorised short term (less than 28 days) stopping places for all travelling communities.
- 3.2.2** Sites are made up of a number of caravan pitches and associated facilities. Although there is no national definition of what size a pitch should be, a general guide contained in *‘Designing Gypsy and Traveller Sites’*¹ states that *“it should accommodate a touring caravan, one parking space and private amenities”* (para. 7.2.3). On average, usage is approximately 1.7 caravans per pitch.
- 3.2.3** Residential sites provide a permanent home and the amount of facilities on site varies mainly between public and private sites. Public sites will generally have amenity blocks and sometimes play areas and communal spaces. Private site facilities vary enormously depending on the requirements of the residents.
- 3.2.4** Transit sites and temporary stopping places will generally have fewer facilities than public residential sites. As a basic, they will generally provide a hard standing area, electricity and water, although this can vary between sites depending on the amount of funding and its location.

¹ Welsh Assembly (1991), *‘Designing Gypsy and Traveller Sites Good Practice Guide’*.

3.2.5 In Cardiff there are currently 4 private and 2 public owned and occupied Gypsy and Traveller sites, ranging in size from single pitch family sites to one site containing 75 occupied pitches.

Table 3.1: Existing Gypsy and Traveller Sites in Cardiff

Cardiff					
Site No.	Site Name	Size ha	No of Pitches	Settlement	Planning Status
CAR003	Rover Way Caravan Park, Rover Way, Pengam	1.46	21	Cardiff	Public site with permission
CAR004	Shirenewton Gypsy Site, Wentloog Road, Wentloog	3.18	59	Cardiff	Public site with permission
CAR005	Land adjacent to Rhosog Fawr Reen, Wentloog Road, Wentloog	0.43	2	Cardiff	Private site with permission
CAR006	The Pony Paddock, Wentloog Road, Wentloog	0.61	15*	Cardiff	Private site with current application
CAR007	New Farm Yard, Wentloog Road, Wentloog	0.09	1	Cardiff	Private site with current application
CAR008	Land adjacent to K & L Dismantlers	0.08	2	Cardiff	Private site with permission

*Pitches estimated based site size and Welsh Assembly guidance, 'Good Practice Guide in Designing Gypsy Traveller Sites in Wales' 2009

3.2.6 Four sites have full planning permission and two of the privately owned sites are currently without planning permission.

3.2.7 The Site Appraisal Report on the Rover Way Gypsy and Traveller Site produced by Atkins (May 2013) conducted an appraisal of the continued suitability of the Rover Way site. The study identified a series of improvements that would need to be implemented in line with the key recommendations of the *Designing Gypsy and Traveller Sites*. The essential improvements relate to

- Provision of 'Flooding and Coastal Erosion' defences; and
- Transport related infrastructure - to ensure a safe environment for residents.

Travelling Showpeople

3.2.8 The needs of Travelling Showpeople are different to Gypsies and Travellers. Their sites often combine residential, storage and maintenance uses. Typically a site contains areas for accommodation, usually caravans and mobile homes, and areas for storing, repairing and maintaining vehicles and fairground equipment. These combined residential and storage sites are known as plots.

3.2.9 Although Travelling Showpeople travel for extended periods they require a permanent base for storage of equipment and for residential use during the winter. These plots or yards are also occupied throughout the year, often by older people and families with children, for example.

- 3.2.10** In the Cardiff study area there are no Travelling Showpeople sites. There is one circus company that rents a venue in Cardiff, but they did not take part in the survey. Therefore the needs of the company are unknown. It would also appear that current site does not provide residential accommodation.

Cardiff Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment 2013

- 3.2.11** In 2013 a new Gypsy and Traveller Accommodation Needs Assessment (GTAA) was completed for the Council by consultants ORS.
- 3.2.12** Interviews were attempted with every Gypsy and Traveller household in the area who were present between January and February 2013. In total, interviews were achieved on-site with 60 households.
- 3.2.13** The GTAA has estimated extra site provision to meet residential needs between 2012 and 2026 for Cardiff is 108 pitches to address the needs of all identifiable households. The GTAA outlines the methodology of how this number was derived.
- 3.2.14** This includes a future supply to meet the existing households on the waiting list for a public site and new households likely to occur by 2026 due to household formation.
- 3.2.15** As the majority of pitches are on public sites, it would be prudent to suggest that the majority of the need is for public Gypsy and Traveller pitches in Cardiff.
- 3.2.16** The assessment highlights a clear gap in provision for at least one transit or emergency stopping site in the area to help to manage unauthorised encampments within Cardiff and the rest of South East Wales, mainly due to overcrowding on existing sites and visiting relatives. The most suitable location for a public transit would be near the M4. The GTAA identifies a need for a 10 pitch transit site or emergency stopping place in South East Wales.
- 3.2.17** Interviews were attempted with the one group in Cardiff who run a circus, No Fit State, from a venue in Cardiff. ORS contacted the group but received no reply. Therefore there is no identified need for Travelling Showpeople plots within Cardiff. This should be monitored within future reviews of the GTAA and site assessment study.
- 3.2.18** In summary the GTAA estimates that the Council require 108 permanent residential pitches and 10 transit pitches to address need by 2026.

3.3 Number of Sites Required

3.3.1 Government guidance² suggests that *“The ideal size of a site should generally be no more than 12 pitches. Consultation with the Gypsy and Travelling community has shown that there is a preference for smaller sites, around 10 -12 pitches. Having smaller sites makes the management of the site much easier and is more likely to attract compatible family units. However local authorities may consider it necessary to be flexible by allowing more pitches on a site when taking into account local circumstances and the current level of need. Sites should presume to be no bigger than between 15-20 pitches”*.

3.3.2 Good Practice Guide in Designing Gypsy Traveller Sites in Wales goes on to state that *“Sites bigger than 20 pitches should only be developed where there is a clear and demonstrable need to act against such a presumption and where consultation and engagement has taken place with all stakeholders”*. (para 3.1.1)

3.3.3 It is therefore difficult to identify the exact number of sites required to meet the pitch requirements for Cardiff. The actual number of sites required will be determined according to a number of factors including taking account of:

- The different cultural, ethnic and family groupings of Gypsies and Travellers;
- The extent to which additional provision could be made through extension or intensification of existing sites; and
- Whether replacement sites need to be found for existing sites which may be unsuitable or unsustainable.

3.3.4 For Travelling Showpeople, the future need is unknown but should be monitored in future reviews of the study.

3.4 Site Location

General Approach to Location

3.4.1 *‘Planning for Gypsy and Traveller Caravans Sites (30/2007)’* states that local planning authorities should ensure that sites are sustainable economically, socially and environmentally (para 20).

3.4.2 Local planning authorities should first consider locations in or near existing settlements with access to local services e.g. shops, doctors, schools, employment, leisure and recreation opportunities, churches and other religious establishments (para 20). Sites may also be found in rural or semi-rural settings (para 26).

3.4.3 Local planning authorities may identify sites suitable for mixed residential and business uses. Where this is not practicable, authorities should consider the scope for separate sites for residential and for business purposes in close proximity to one another (para 22).

² Welsh Assembly (2009), *‘Good Practice Guide in Designing Gypsy Traveller Sites in Wales’*.

- 3.4.4** If a location is considered inappropriate for residential use then it should not be considered appropriate for a Gypsy and Traveller site (para 3.2.4 good practice guide on Designing Gypsy, Traveller sites in Wales).
- 3.4.5** The same considerations that are applied to residential sites should be applied to transit sites (para 7.1.1 good practice guide on Designing Gypsy, Traveller sites in Wales).

Access to Services

- 3.4.6** *'Planning for Gypsy and Traveller Caravans Sites'* states that local planning authorities should consider wider benefits of easier access to GP and other health services, as well as children able to attend school on a regular basis (para. 19).
- 3.4.7** *'Good Practice Guide in Designing Gypsy Traveller Sites in Wales'* states that local authorities must first consider locations with access to local services e.g. shops, doctors and schools (para 3.2.2).
- 3.4.8** Due to limited indoor space, the outdoor environment is particularly important to Gypsy and Traveller children. An area for children and young people is essential (para 4.1.1).
- 3.4.9** The Cardiff UDP Policy 2.28 states that sites should be accessible to community facilities.
- 3.4.10** South Glamorgan Replacement Structure Plan Policy H8 states that caravan sites and pitches for Gypsies including permanent and transit sites will be favoured where Shops, services, schools and public transport are easily accessible;
- 3.4.11** The Showmen's Guild of Great Britain has published a Model Standard Package (The Showmen's Guild of Great Britain, 2007) which states that sites should have good vehicular access, suitable for the ingress and egress of large vehicles and should be in close proximity to a good road network. The site should be close to schools and other community facilities.

3.5 Relationship to Surrounding Land Uses

- 3.5.1** The Government is keen to promote a peaceful and integrated co-existence between a Gypsy or Traveller site and the local settled community. In order to facilitate this, the Welsh Assembly guidance³ states consideration should be given to *"the promotion of peaceful and integrated co-existence between the site and the local community."* (para 19 – Circular 30/2007).
- 3.5.2** The Showmen's Guild of Great Britain Model Standard Package states that the site should respect amenities of any occupants of residential properties nearby.
- 3.5.3** *'Good Practice Guide in Designing Gypsy Traveller Sites in Wales'* states that local authorities should avoid locating sites next to or near hazards which present specific risks to children and adults such as carriage-ways, industrial sites, river or canals (para 3.2.2).

³ Welsh Assembly (2009), *'Good Practice Guide in Designing Gypsy Traveller Sites in Wales'*.

3.5.4 *'Good Practice Guide in Designing Gypsy Traveller Sites in Wales'* states that sites should not be considered if they are near refuse sites or facilities, industrial locations and other hazardous locations such as motorway flyovers (para 3.2.5).

3.5.5 An important consideration is avoiding noise and disturbance. This can be to the settled community, in terms of the movement of vehicles to and from the site, from the stationing of vehicles on-site and on-site business activities. However, it can also be noise and disturbance from adjoining uses, such as from industrial areas, railway lines or from highways, given the greater noise transference through walls of caravans than through the walls of conventional housing.

3.6 Site Conditions

3.6.1 *'Planning for Gypsy and Traveller Caravan Sites'* states that sites should not be located in areas at high risk of flooding including functional floodplains given the vulnerability of caravans.

3.6.2 Land should be flat and site survey should identify possible problems including flooding, landfill contamination etc. (para 3.2.5 – good practice guide on Designing Gypsy, Traveller sites in Wales).

3.7 Essential Services

3.7.1 *"Good Practice Guide in Designing Gypsy Traveller Sites in Wales"* states that sites should have services, including water, electricity, sewerage, drainage and refuse disposal (para 3.2.5).

3.7.2 The Showmen's Guild of Great Britain Model Standard Package states that the site should provide amenities normally expected for human occupation.

3.7.3 The Cardiff UDP Policy 2.28 states that sites should have the necessary utility services accessible or can be readily provided.

3.7.4 South Glamorgan Replacement Structure Plan Policy H8 states that caravan sties and pitches for Gypsies including permanent and transit sites will be favoured where adequate utility services exist, are reasonably accessible, or can be readily and economically provided;

4 Site Criteria

4.1.1 The general approach to identifying appropriate site selection and assessment criteria will be to build upon the criteria set out within WG Circular 30-2007. In particular, the site should be:

- Available – the site should be available;
- Suitable – the site should offer a suitable location for development now; and
- Achievable – there should be a realistic prospect that housing will be delivered on the site within five years.

4.1.2 Our approach to identifying appropriate site criteria therefore builds upon the framework:

- Is the site available?
- Is the site suitable?
- Is the site achievable?

4.1.3 A key consideration, based upon Circular 30/2007, is that criteria should be “*fair, reasonable, realistic and effective in delivering sites.*” (para 25) Criteria should be clear and transparent and unambiguous. Many previous studies and local plan criteria based policies across the country have used very restrictive criteria which have prevented many reasonable sites from coming forward. This is one of the principal reasons why WG is no longer relying simply upon criteria based policies to bring forward suitable sites for the travelling communities.

4.1.4 We have taken account of the various criteria from the following sources including:

- WG Circular 30/2007 ‘*Planning for Gypsy and Traveller Caravan Sites*’;
- WG Circular 78/91 ‘*Travelling Showpeople*’;
- Adopted and emerging local policy in Cardiff;
- WG good practice guidance contained within ‘*Designing Gypsy Traveller Sites in Wales*’;
- WG good practice guidance contained within ‘*Managing Gypsy Traveller Sites in Wales*’;
- The Showmen’s Guild of Great Britain Model Standard Package; and
- The views of the travelling communities identified through the latest needs assessment.

4.1.5 For the purposes of the site assessment process, we have identified the following broad site criteria:

Table 4.1: Broad Site Criteria

Availability		There is evidence that the landowner is willing to sell; and/or There is evidence that a developer is interested in developing. There is confidence that there are no legal or ownership problems, such a multiple ownerships, ransom strips, tenancies or operational requirements which are not capable of being overcome.
Suitability	Policy Constraints	The site is not within an international environmental designation. The site does not compromise the objectives of nationally recognised designations.
	Physical Constraints	The site is not at high risk of flooding which cannot be mitigated. The site is not located on unstable land. The site is not located on contaminated land which cannot be mitigated. The site has good road access. The site is in reasonable proximity to local services and facilities.
	Potential impacts	Development and use of the site will not have an adverse impact upon the landscape nor biodiversity or the historic environment. The site is not subject to unacceptable noise levels nor is it likely to give rise to unacceptable noise levels. The site will have a good residential environment and will not adversely impact upon neighbouring residential amenity.
Achievability		Constraints identified are capable of being overcome. Any abnormal costs do not prejudice the ability of the site to be developed.

- 4.1.6** These broad site criteria have been developed and applied in two stages. The first stage in the assessment process has involved the application of broad suitability criteria, including identifying any absolute constraints, together with an initial investigation of likely availability. **Table 4.2** overleaf sets out how the absolute constraints and broad criteria have been applied at **Stage 1**.
- 4.1.7** All sites which did not receive a 'red' at **Stage 1** were considered further at **Stage 2**. **Stage 2** involved a more detailed assessment of suitability issues and an examination of achievability issues. Potential capacity and delivery issues were also investigated. As part of the **Stage 2** assessment, a landscape assessment was carried out.
- 4.1.8** A desk based accessibility assessment was also undertaken. Using GIS, we mapped accessibility to key community facilities.
- 4.1.9** No sites were rejected during **Stage 2** purely because of their relative location to services and facilities or if they were located outside the recommended broad location. The assessment provides a way of measuring the relative sustainability of sites, which may be relevant if there are more suitable sites identified than required and an order of priority for release is required.

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Table 4.2: Stage 1 Desk Top Site Assessment Process

Criteria	Designation/Issue	Red	Yellow	Green
Availability	Promoted sites, public land ownership, etc.	The owner has confirmed that the site is not available, nor is it likely to be available in the future.	Site availability is unknown and requires further investigation.	There is evidence that the landowner is willing to sell or develop the site as a Traveller site.
Flood Zone	Natural Resources Wales Indicative Flood Mapping and SFRA Area at Risk of Flooding	n/a	Flood zone C1 and C2 – site requires further investigation.	The site is not affected by identified areas of indicative flood mapping or is located in low risk area.
Environmental Designations	Special Protection Area Special Areas of Conservation RAMSAR Site Site of Special Scientific Interest Local Nature Reserves Sites of Importance for Nature Conservation	The site is covered by an international designation.	The site is covered by a national or local designation or is within close proximity and could therefore have a negative impact.	The site is not within an international, national or local environmental designation.
Alternative Use designation	Draft policy allocations	The site is identified for the delivery of an alternative use and there is evidence that there remains a need and it is deliverable.	The site is identified for the delivery of alternative uses but there could be a justification for an exception to be made (e.g. policy criteria to be tested).	The site is not identified for the delivery of alternative uses.
Archaeology and Conservation	Scheduled Ancient Monument (SAM) Conservation Area Listed building	The site is covered by a SAM designation.	The site could have a negative impact upon archaeology or the built environment, requiring further investigation.	The site is not within or close to any archaeological or built environment designations.

5 Site Assessment

5.1.1 Potential sites to assess were established from different sources of sites, as set out in **Task 5** of the methodology, outlined in **Section 2** of this report.

5.1.2 All sites identified from these sources were mapped onto GIS and put on the sites database.

5.1.3 This process resulted in a long list of 32 sites. A map of Cardiff is contained in **Appendix 1** showing the distribution of sites subject to assessment.

5.2 Stage 1 Suitability and Availability Matrix

5.2.1 The first stage in the assessment process involved the application of broad suitability criteria, including absolute constraints, together with an initial investigation of likely availability.

5.2.2 The application of broad suitability criteria was to sieve out immediately sites which were likely to fail on the grounds of contravening major constraints such as being within international environmental designations or within the boundaries of scheduled ancient monuments, etc.

5.2.3 Availability has been identified through this study as a key criterion. With regard to existing occupied sites we have either discussed the future availability of the sites to accommodate additional pitches / plots or to expand with current owners / occupants or we have had regard to the results of the needs assessment and the detailed interviews held with site occupants.

5.2.4 The initial assessment of site suitability and availability is summarised in a matrix, which is set out in **Appendix 2**. We have used a traffic light approach, identifying where sites do not satisfy criteria in red, where criteria may be capable of being satisfied in amber and where criteria are satisfied in green.

5.2.5 No sites were rejected at **Stage 1** and therefore 32 sites were examined further at **Stage 2**.

5.3 Stage 2 Suitability and Achievability Matrix

5.3.1 **Stage 2** involved a more detailed assessment of suitability and an examination of achievability issues. A further examination of availability was also undertaken at this stage.

5.3.2 Further investigations of suitability centred upon:

- Physical constraints including access to the site and accessibility to existing services and facilities; and
- Potential impacts including landscape impact.

- 5.3.3** An accessibility assessment was undertaken looking at the proximity of the site to key local services and facilities, including primary school and general practice surgery. The actual distance from each site to the facility was measured. No site has been rejected purely because of distance to facilities. It should be for the Council to consider the acceptability of sites for allocation in terms of distance to facilities, having regard to the existing and emerging development plan.
- 5.3.4** All relevant sites were visited by a landscape architect who assessed the landscape impact of any development having regard to landscape character, sensitivity and visual containment. All sites considered likely to have an unacceptable impact upon the landscape were rejected.
- 5.3.5** Comments on sites within flood zone C2 and C1 were provided by Natural Resources Wales. These comments were used to inform each relevant site assessment alongside more detailed Strategic Flood Consequence Assessment (SFCA) work undertaken by the Council.
- 5.3.6** All sites were sent to the Council for comments relating to specific issues, including highways, historic environment and biodiversity. All information received on individual sites informed the site assessments.
- 5.3.7** All issues of potential achievability identified were subject to investigations where possible, with recommendations on how they can be addressed.
- 5.3.8** **Appendix 3** sets out those sites where we consider there is no potential (at **Stage 2**) for further provision and the reasons for this decision. **Appendix 4** sets out the detailed site assessment results for those sites considered potentially suitable, available and achievable for future provision (at **Stage 2**).
- 5.3.9** A total of 5 sites are identified as potentially suitable sites to contribute additional pitches and plots towards meeting future identified needs for Gypsies and Travellers.

Table 5.1: Sites with Potential for Further Provision for Gypsies and Travellers in Cardiff

Site No.	Site Name	Size ha	No of Pitches	Settlement
CAR025	Ely Bridge Farm, Dyfrig Road	0.72	12	Cardiff
CAR026	Queen Alexandra Head, Cargo Road	4.69	20	Cardiff
CAR028	Former Queens Gate Car Park, Tyneside Road	1.58	20	Cardiff
CAR039	Land at Brindley Road, Leckwith	5.26	20	Cardiff
CAR044	Former Lansdowne Hospital Site, Sanatorium Road	1.51	20	Cardiff

6 Capacity

- 6.1.1** In **Section 5** we identify a list of sites which we believe are potentially suitable for additional Gypsy and Traveller pitches.
- 6.1.2** All potentially suitable sites have been subject to an initial broad assessment of the number of pitches which could be provided on site.
- 6.1.3** This has taken account, firstly, of:
- WG good practice guidance contained within *'Designing Gypsy Traveller Sites in Wales'*;
 - *'Designing Gypsy and Traveller Sites: Good Practice Guide'* (CLG, 2008); and
 - Any relevant planning history and existing unauthorised uses.
- 6.1.4** In addition, Peter Brett Associates has developed templates for various forms of Gypsy and Traveller development, including for residential and transit sites. We have used these to inform the theoretical capacity of sites. Examples of these templates are set out in **Appendix 5**.
- 6.1.5** These have helped to determine the optimum size and configuration of pitches (or plots) on site. On larger sites we may assume a mix of pitch sizes to reflect the needs of different families.
- 6.1.6** Site capacity has also taken account of on-site constraints for landscaping and other mitigation measures to achieve a suitable development. A generous approach to landscaping and access arrangements has been taken to ensure a high standard of design can be achieved on site. This will result in sufficient access and accommodation space to create a site which Gypsy and Traveller find attractive. At the same time, sufficient space and landscaping will help to conserve the residential amenity of neighbouring uses.
- 6.1.7** The shortlisted sites have been assessed solely for their capacity to accommodate residential uses. However, national policy states that some sites may be suitable for a mix of residential and business uses. In cases where potential occupants may wish to accommodate business uses, the suggested capacity of the sites to accommodate residential pitches may need to be reviewed.
- 6.1.8** All the shortlisted sites have been assessed for their potential capacity. The results are set out in **Appendix 4**. Paragraphs 9.2.5 and 9.1.6 in Section 9 of this report provide further recommendations regarding the potential capacity of the sites shortlisted.

7 Delivery Options

- 7.1.1** The new Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment, completed in 2013, has estimated the total identified need for new permanent residential Gypsy and Traveller pitches to meet residential needs between 2012 and 2026 is 108 pitches to address the needs of all identifiable households.
- 7.1.2** The assessment identifies a need for a 10 pitch Council owned transit site near the M4 in Cardiff or a neighbouring authority, to serve South East Wales, to help manage unauthorised encampments.
- 7.1.3** The assessment identifies that there is no need for Travelling Showpeople pitches. However, there is a circus company based in Cardiff who did not take part in the needs assessment. This organisation appears to be a performance related location rather than on-site residential. However, there may be future needs relating to this group which should be reconsidered in future reviews of this study.

7.2 A Supply of Deliverable and Developable Sites

- 7.2.1** We would suggest that an initial starting point would be for the Council to consider safeguarding existing Gypsy, Traveller and Travelling Showpeople sites, to ensure that existing needs continue to be met in perpetuity. If sites are lost from these uses, then new replacement sites may need to be found to maintain an adequate supply to meet needs.
- 7.2.2** As part of this study, we have assessed the potential from existing sites to achieve additional pitches either through increasing the capacity within existing boundaries or through site extension onto adjoining land. Although in Cardiff, all existing sites are within flood zone C1 or C2 and therefore not suitable for further caravans. This is a particular issue for the Rover way site which has been recommended for essential improvements to flooding and coastal erosion defences in the 2013 Atkins Site Appraisal Report. This is one of several issues (see paragraph 3.2.7).
- 7.2.3** Our broad conclusions are that there is no potential from existing Gypsy, Traveller and Travelling Showpeople sites to accommodate additional pitches, and therefore there is a need for the Council to identify new sites to meet all of the identified needs.
- 7.2.4** We have identified five potential sites which could contribute significantly, in numerical terms, to meet the identified future needs of Gypsies and Travellers in Cardiff.
- 7.2.5** There is no direct correlation between existing or future needs and sites which may have potential to meet those needs. For example, a family may need further pitches to meet the future needs from existing children, but their current site may not have capacity due to flood risk, whilst another existing site is capable of expansion is occupied by the owning family who don't have a need for new pitches.
- 7.2.6** It is important to note that most current provision within the study area is met on public sites. Therefore future availability of pitches is dependant in delivery by the public sector.

7.2.7 It is also important to note that Romany Gypsies and Irish Travellers have separate traditions and patterns of movement and are unlikely to be prepared to share sites.

7.2.8 There is therefore a strong likelihood that additional sites will need to be identified and brought forward subject to further consultation, to provide sufficient sites to meet identified existing and future needs. Peter Brett Associates recommend that Cardiff County Council identify sufficient sites to meet the needs of the Gypsy and Travelling community by 2026.

7.3 Site Delivery Options

7.3.1 As part of this study, we have had regard to the detailed site interviews carried out as part of the 2013 needs assessment work.

7.3.2 We have identified a number of potential delivery models and applied them to the sites that we have assessed. These include:

- 1** Existing privately owned sites where there is potential for additional pitches to be created within the existing site boundaries to meet future immediate family needs. Under this model, planning permission would be needed. The Council should consider encouraging planning applications to meet short and medium term needs through entering into dialogue with site occupants.
- 2** Sites which are not currently owned by the travelling communities but have been identified as available for these uses. Allocation in the future Local Development Plan would identify these sites to travelling communities and they could be purchased on the open market. Alternatively the Council could consider using New Homes Bonus or other monies to buy the site or identify their own public assets and then make them available to organised groups on a non-profit making basis for them to develop and manage. Such groups could also be offered the opportunity to buy stakes in the site, allowing the income from such sales to provide further sites. There are emerging examples of innovative acquisition and funding arrangements across the country.
- 3** Sites where the Council consider that additional affordable pitch provision may be appropriate. In this case, the Council should investigate the potential for either buying sites or developing their public assets using New Homes Bonus or central Government site grant funding or other monies to secure or increase affordable provision. Sites could then either be managed by the Council or a Registered Social Landlord.
- 4** Provision required as part of the planning of large housing urban extension sites. There is the opportunity to require large housing allocations in Local Development Plan for Gypsy and Traveller pitches. These could then be sold on the open market or affordable pitches brought forward and managed by the Council or RSLs. Further details can be found in the site assessment results set out in **Appendix 4**.

7.3.3 Set out in **Table 7.1** we have attempted to summarise existing and future Gypsy and Traveller needs and site opportunities, to start to identify how a supply of deliverable and developable sites may come forward in future and how the Council may wish to intervene to ensure a supply of deliverable and developable sites can be demonstrated.

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- 7.3.1** Further details can be found in the site assessment results set out in **Appendix 4**.
- 7.3.2** Recommendations on how the Council could deliver a supply of suitable sites to meet identified needs and targets are set out in **Sections 8, 9, 10, 11 and 12**.

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Table 7.2: Summary of Needs and Potential for Additional Supply from Existing and New Gypsy and Traveller Sites

Site Ref	Site Name	Settlement	Site Needs	Potential for Additional Supply and Delivery Model	Indicative Additional Pitch Capacity*
CAR003	Rover Way Caravan Park, Rover Way, Pengam	Cardiff	Existing needs for additional pitches Future needs from new household formation	No scope for additional supply	0
CAR004	Shirenewton Gypsy Site, Wentloog Road, Wentloog	Cardiff	Existing needs for additional pitches Future needs from new household formation	No scope for additional supply	0
CAR005	Land adjacent to Rhosog Fawr Reen, Wentloog Road, Wentloog	Cardiff	Existing needs for additional pitches Future needs from new household formation	No scope for additional supply	0
CAR006	The Pony Paddock, Wentloog Road, Wentloog	Cardiff	Existing needs for additional pitches Future needs from new household formation	No scope for additional supply	0
CAR007	New Farm Yard, Wentloog Road, Wentloog	Cardiff	Existing needs for additional pitches Future needs unknown	No scope for additional supply	0
CAR008	Land adjacent K and L Dismantlers	Cardiff	Existing needs for additional pitches Future needs unknown	No scope for additional supply	0
CAR025	Ely Bridge Farm, Dyfrig Road	Cardiff	New site	Public owned site suitable for affordable pitches - Delivery model 3	12
CAR026	Queen Alexandra Head, Cargo Road	Cardiff	New site	Public owned site suitable for affordable pitches - Delivery model 3	20
CAR028	Former Queens Gate Car Park, Tyneside Road	Cardiff	New site	Public owned site suitable for affordable pitches - Delivery model 3	20
CAR039	Land at Brindley Road, Leckwith	Cardiff	New site	Private Sale to traveller community - Delivery model 2 or Public owned site suitable for affordable pitches - Delivery model 3	20
CAR044	Former Lansdowne Hospital Site, Sanatorium Road	Cardiff	New site	Public owned site suitable for affordable pitches - Delivery model 3	20
TOTAL					92

* Paragraph 9.1.6 in Section 9 provides further details on indicative additional pitch capacity.

7.4 Phasing, Monitoring and Review

- 7.4.1** As with other forms of development, the release of Gypsy and Traveller sites should be managed to ensure a good fit with identified need.
- 7.4.2** The Council should continue to work with Cardiff Gypsy & Traveller Project and representatives of the travelling community to ensure that appropriate sites are brought forward that meet the needs of families living in the Cardiff area. The Council should keep sites and need under review and consider the future release of sites for Gypsy and Traveller use if required.
- 7.4.3** Any release of land to meet future needs would require active monitoring of supply against need, at least on an annual basis. It would also require the Council to undertake periodic reviews of their needs evidence base.

7.5 Funding Sources

- 7.5.1** The Welsh Assembly provides grants to fund Gypsy and Traveller sites in Wales. The grant can be used to provide new facilities where they are needed and can also be used to build new Gypsy and Traveller sites. The grant is now closed for 2012-13 and there will be further information on the grant for 2013-14 in due course.
- 7.5.2** The '*Grant Guidance Notes*' for Gypsy and Traveller Sites Grant 2012-13 sets out that in 2010-11 there was £1.75 million available to local authorities to set up new or refurbish existing sites in Wales (pg 2).
- 7.5.3** The grant funding originally covered 75% of project costs with the local authority meeting the remaining 25%. However, in 2011-12 it was agreed that the grant funding provided by the Welsh Government should cover 100% of project costs (pg 2).

8 Recommendations

8.1 Safeguarding Existing Sites

8.1.1 There are 4 existing Gypsy and Traveller sites with full permission within Cardiff.

Table 8.1: Existing Authorised Gypsy and Traveller Sites

Site Ref	Site Name	Settlement
CAR003	Rover Way Caravan Park	Cardiff
CAR004	Shirenewton Gypsy site	Cardiff
CAR005	Land adjacent Rhosog Fawr Reen, Wentloog	Cardiff
CAR008	Land adjacent K and L Dismantlers	Cardiff

8.1.2 From the site survey it is clear that these sites are currently in use and are occupied. All existing authorised sites except Rover Way should be safeguarded within the Local Development Plan. Following the recommendation in the Atkins Site Appraisal Report on the Rover Way Gypsy and Traveller Site, it is clear that the Council will need to consider if the identified issues can be satisfactorily addressed to enable its continued use and future safeguarding. Safeguarding these sites will prevent their loss to other uses and therefore ensure that new site provision is only required to meet future needs.

8.2 Sites with Potential to Meet Future Needs

8.2.1 A total of 5 sites are identified as potentially suitable sites for Gypsies and Travellers to meet identified current and future residential pitch needs in the short to medium period. Details of the shortlisted sites are set out in **Appendix 4**.

Table 8.3: Sites with Potential to Meet Future Need for Gypsy and Traveller Pitches

Site Ref	Site Name	Settlement	No. of additional pitches
CAR025	Ely Bridge Farm, Dyfrig Road	Cardiff	12
CAR026	Queen Alexandra Head, Cargo Road	Cardiff	20
CAR028	Former Queens Gate Car Park, Tyneside Road	Cardiff	20*
CAR039	Land at Brindley Road, Leckwith	Cardiff	20
CAR044	Former Lansdowne Hospital Site, Sanatorium Road	Cardiff	20
TOTAL			92

* or potential transit site

8.2.2 All sites have been recommended for delivery as public sites except CAR039 Brindley Road which could also be delivered as a private site. In accordance with Good Practice Guide in Designing Gypsy Traveller Sites in Wales' (para 3.1.1), sites are recommended for a yield of up to 20 pitches. It should be noted that the Good Practice Guidance does not prevent the Council from considering larger sites. This issue is considered further in **Section 9**.

8.3 Policy and Delivery

8.3.1 The new Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment, completed in 2013, has estimated the total identified need for new permanent residential Gypsy and Traveller pitches to meet residential needs between 2012 and 2026 is 108 pitches to address the needs of all identifiable households.

8.3.2 The assessment identifies a need for a 10 pitch Council owned transit site near the M4 in Cardiff or a neighbouring authority, to serve South East Wales, to help manage unauthorised encampments.

8.3.3 The Site Appraisal Report on the Rover Way Gypsy and Traveller Site produced by Atkins raises concerns in relation to the risks associated with flooding and coastal erosion. These include the sites location in Zone C2 of Welsh Governments TAN15 Development Advice Maps and that the site, whilst not considered too be at immediate risk due to coastal erosion, is considered likely that erosion could cause failure of the coastal defences within 20 years based on anticipated rates.

8.3.4 The Atkins report identifies a combination of mitigation works with cost estimates (3 options identified) ranging from £2.6 to £3.3 million. Mitigation works identified include:

- raising works along the coastal frontage to reduce the risk of wave overtopping;
- reinforcement works along the coastal frontage to ensure the integrity of the foundations for the existing embankments as well to manage the risk of erosion over the assessment period;
- raising of identified low-spots to the informal embankments on land to the north east of the existing site to manage the overland flow paths from this area.

8.3.5 The Council will need to consider the cost of mitigation works and the continued use of Rover way for Gypsy and Traveller use.

8.3.6 The assessment identifies that there is no need for Travelling Showpeople pitches.

8.3.7 We consider that 5 sites may be suitable for up to 92 additional Gypsy and Traveller pitches to meet future needs.

8.3.8 Even assuming that these sites do come forward, there remains a need to identify additional future supply of Gypsy and Traveller pitches. Such provision may be delivered either through encouraging the submission of planning applications or by allocating land through the proposed Local Development Plan.

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- 8.3.9** We have identified one site in Cardiff which could meet the transit needs identified in the needs assessment, CAR028. The GTAA identified that the most suitable location for a transit site would be close to the M4 which would indicate that whilst the site is suitable for transit use due to its good access it is not located in the most appropriate location. Further work is required with other neighbouring authorities to identify sites along the M4 corridor.
- 8.3.10** To meet any other unidentified need through the plan period and to provide a base for considering planning applications, the Local Development Plan should include a criteria policy. We recommend that this criteria policy should incorporate site criteria as set out in this study.
- 8.3.11** As with other forms of development, the release of additional pitches for Gypsies and Travellers sites should be managed to ensure a good fit with identified need.

9 Options for Identifying Further Sites/pitches

9.1.1 This site assessment study has assessed all currently available sites for Gypsy and Traveller use. However, the study has not found enough suitable and available sites to meet the needs of Gypsies and Travellers within Cardiff.

9.1.2 The section below outlines options for identifying further sites, beyond the site assessment study. These options can also be considered when future revisions of need are identified.

Urban Extensions and Strategic Sites

9.1.3 There is the potential option to deliver sites within future urban extensions and strategic sites for Gypsy and Traveller sites. Cardiff Council is currently considering several such sites and could include within policy criteria for strategic sites the need to provide appropriate pitch provision for Gypsies and Travellers to contribute towards the additional need for pitches

9.1.4 Gypsy and Traveller sites/pitches could be designed into the master plans of these strategic sites, and set out as a policy requirement within the development plan. A number of authorities around the country are now planning for future Gypsy and Traveller provision through this delivery option.

Increasing Pitch Yields On Future Sites.

9.1.5 Good Practice Guide in Designing Gypsy Traveller Sites in Wales' (para 3.1.1), states that "Sites bigger than 20 pitches should only be developed where there is a clear and demonstrable need to act against such a presumption and where consultation and engagement has taken place with all stakeholders".

9.1.6 Whilst Good Practice Guidance clearly recommends private sites of 12 pitches and public sites of up to 20 pitches, the Council already manages a large successful public site above this recommended pitch size (59 pitches at Shirenewton). If the Council consider that there is a clear and demonstrable need and consultation with the travelling community confirms that larger provision is appropriate, this could be a potential option to identify further pitches.

Open Space

9.1.7 In the urban areas land is allocated for open space and leisure uses. These sites have not been assessed as part of this study due to their allocated status. However, the Council may wish to undertake audits of open spaces to see if there is any surplus land which could provide a further supply of potential Gypsy and Traveller sites.

Landscape Constrained Land

9.1.8 Sites on the edge of settlements or in the countryside have been assessed for its impact on the landscape. Some sites are constrained by landscape impact by this study.

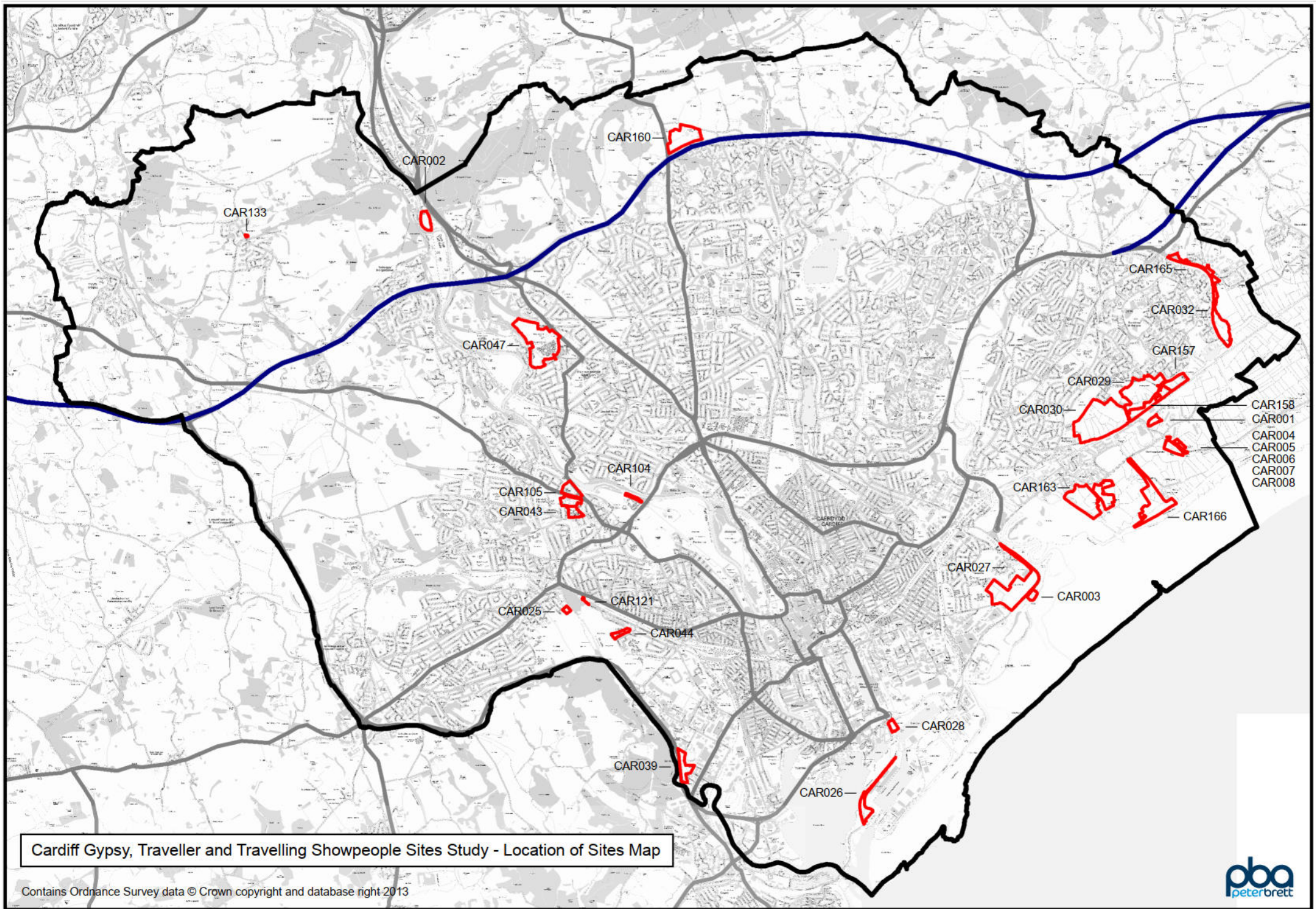
- 9.1.9** Landscape impact is not an absolute constraint in planning terms, compared to sites located within flood zone C1 and C2 or international ecological designations, for example. Therefore further work could be completed to rank sites in terms of their impact on landscape character. The Council could then make a decision to whether the need for Gypsy and Traveller sites outweighs the landscape impact of any of the sites.

Council owned land

- 9.1.10** This study has considered Council owned land that is potentially available for Gypsy, Traveller and/or Travelling Showpeople uses. The study has deemed all public land as potentially available unless identified as an allocation. In future, the Council should monitor Council owned sites that becomes surplus to requirement and consider them for Gypsy, Traveller and/or Travelling Showpeople uses.

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Appendix 1 Sites Location Map



Cardiff Gypsy, Traveller and Travelling Showpeople Sites Study - Location of Sites Map

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Appendix 2 Stage 1: Desk Top Site Assessment Matrix

Criteria	Designation/Issue	Red	Yellow	Green
Availability	Promoted sites, public land ownership, etc.	The owner has confirmed that the site is not available, nor is it likely to be available in the future.	Site availability is unknown and requires further investigation.	There is evidence that the landowner is willing to sell or develop the site as a Traveller site.
Flood Zone	Natural Resources Wales Indicative Flood Mapping and SFRA Area at Risk of Flooding	n/a	Floodzone C2 – site requires further investigation. Flood zone C1 – site requires further investigation.	The site is not affected by identified areas of indicative flood mapping or is located in low risk area.
Environmental Designations	Special Protection Area Special Areas of Conservation RAMSAR Site Site of Special Scientific Interest Local Nature Reserves Sites of Importance for Nature Conservation	The site is covered by an international designation.	The site is covered by a national or local designation or is within close proximity and could therefore have a negative impact.	The site is not within an international, national or local environmental designation.
Alternative Use designation	Draft policy allocations	The site is identified for the delivery of an alternative use and there is evidence that there remains a need and it is deliverable.	The site is identified for the delivery of alternative uses but there could be a justification for an exception to be made (e.g. policy criteria to be tested).	The site is not identified for the delivery of alternative uses.
Archaeology and Conservation	Scheduled Ancient Monument (SAM) Conservation Area Listed building	The site is covered by a SAM designation.	The site could have a negative impact upon archaeology or the built environment, requiring further investigation.	The site is not within or close to any archaeological or built environment designations.

Appendix 3 Stage 2: Sites with No Potential

Site ref	Site name	Settlement	Local Authority	Reason for rejection
CAR001	Land at Newlands Road	Cardiff	Cardiff County Council	The site and surrounding land is within flood zone C1 and development in this location would not be supported by Natural Resources Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR002	Ynys House	Cardiff	Cardiff County Council	The site and surrounding land is within flood zone C2 and development in this location would not be supported by Natural Resources Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR003	Rover Way Gypsy Site	Cardiff	Cardiff County Council	This is an existing Gypsy and Traveller site which needs to be safeguarded. The site is already above the maximum recommended size for a Gypsy and Traveller site. The site and surrounding land is within flood zone C2 and development in this location would not be supported by Natural Resources Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR004	Shirenewton Gypsy Site	Cardiff	Cardiff County Council	This is an existing Gypsy and Traveller site which needs to be safeguarded. The site is already above the maximum recommended size for a Gypsy and Traveller site. The site and surrounding land is within flood zone C1 and development in this location would not be supported by Natural Resources Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR005	Land adjacent to Rhosog Fawr Reen	Cardiff	Cardiff County Council	This is an existing Gypsy and Traveller site which needs to be safeguarded. There is room on the site for further pitches and is available for Gypsy and Traveller use. However, the site and surrounding land is within flood zone C1 and development in this location would not be supported by Natural Resources Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR006	The Pony Paddock	Cardiff	Cardiff County Council	This is an existing unauthorised Gypsy and Traveller site which currently has a undetermined application for Gypsy and Traveller use. The site and surrounding land is within flood zone C1. Development in this flood zone is not supported by Natural Resource Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR007	New Farm Yard	Cardiff	Cardiff County Council	The site has an undetermined application for Gypsy and Traveller use (2 mobiles). The site and surrounding land is within flood zone C1. Development in this flood zone is not supported by Natural Resource Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR008	Land adjacent to K&L Dismantlers	Cardiff	Cardiff County Council	This is an existing Gypsy and Traveller site which needs to be safeguarded. The site and surrounding land is within flood zone C1 and development in this location would not be supported by Natural Resources Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.

Site ref	Site name	Settlement	Local Authority	Reason for rejection
CAR027	Pengam Green	Cardiff	Cardiff County Council	The site is within flood zone C2. Development in this location is not supported by Natural Resource Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location. However, should satisfactory flood mitigation measures be identified as part of a wider scheme to mitigate flood risk in this area it is considered the site could have potential for Gypsy and Traveller use. The Council should keep this site under review.
CAR029	Land at areas 9-12, St. Mellons	Cardiff	Cardiff County Council	The site is within flood zone C1 and development in this flood zone is not supported by Natural Resource Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR030	Land at Trowbridge Mawr	Cardiff	Cardiff County Council	The site is within flood zone C1 and development in this flood zone is not supported by Natural Resource Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR043	Rookwood Hospital	Cardiff	Cardiff County Council	Development would have an unacceptable impact on the historic environment.
CAR047	Whitchurch Hospital Site 1	Cardiff	Cardiff County Council	The site has planning permission for residential development and therefore is not available for Gypsy and Traveller use.
CAR103	Howard Gardens Bowling Green and Nursery Play area	Cardiff	Cardiff County Council	The site is designated open space.
CAR105	Plas Gwyn Residential Campus, Llantrisant Road, Llandaff	Cardiff	Cardiff County Council	Development would have an unacceptable impact on the historic environment.
CAR121	Land at Ely Bridge	Cardiff	Cardiff County Council	The site has been identified for a station and public access between the main regeneration area of Ely Bridge (south of the site) to the local centre (north of the site).
CAR133	Land off High Corner	Pentyrch	Cardiff Council	The site is adjacent residential properties and immediately overlooked by an adjacent house, therefore is unsuitable for Gypsy and Traveller use due to the potential impact on residential amenity.
CAR157	Land at St Mellons	Cardiff	Cardiff Council	The site is within flood zone C1 and development in this flood zone is not supported by Natural Resource Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.

Site ref	Site name	Settlement	Local Authority	Reason for rejection
CAR158	Land at Wentloog Road	Cardiff	Cardiff Council	The site is within flood zone C1 and development in this flood zone is not supported by Natural Resource Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR160	Land at Thornhill Farm Shop	Cardiff	Cardiff Council	Development on this site would have an unacceptable landscape impact.
CAR163	Land at Sea Bank Farm	Cardiff	Cardiff Council	The site is within flood zone C1 and development in this flood zone is not supported by Natural Resource Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location.
CAR165	Land at St Mellons	Cardiff	Cardiff Council	Part of the site is designated as open space and is within flood zone C1. Development in this flood zone is not supported by Natural Resource Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location. The remainder of the site is woodland and this part of the site is unsuitable for Gypsy and Traveller use.
CAR166	Land at Wentloog	Cardiff	Cardiff Council	The site is within flood zone C1 and development in this flood zone is not supported by Natural Resource Wales. They state Gypsy and Traveller sites are highly vulnerable developments that are not suitable in this location. Development would also have an unacceptable impact on the historic environment.

Appendix 4 Stage 2: Sites with Potential

Site ref	Site name	Settlement	
CAR025	Ely Bridge Farm	Cardiff	
Site address		Local authority	Size (ha)
Dyfrig Road		Cardiff County Council	0.75
Description of site			
This is a flat site with an area of hard standing and an area overgrown with trees on the boundaries. The site is bordered by a river to the north, allotments to the south and employment to the north. Residential properties front the site to the south on the opposite side of Dyfrig Road. The existing access would be through the residential area.			
<input type="checkbox"/> Source: call for sites <input type="checkbox"/> Source: current unauthorised <input type="checkbox"/> Source: strategic site <input checked="" type="checkbox"/> Source: candidate site <input type="checkbox"/> Source: public owned land <input type="checkbox"/> Source: current authorised <input type="checkbox"/> Source: privately promoted			
Planning history			
As part of the LDP candidate site consultation in 2010 the site was submitted for possible inclusion in the LDP as a candidate site for residential use (35 dwellings).			
AVAILABILITY			
The site is Welsh Assembly owned and therefore deemed potentially available for Gypsy and Traveller use.			
SUITABILITY			
Policy constraints			
The site is within the built up area of Cardiff. Flood zone C1. Landfill buffer. Adjacent to River Ely SINC. Protected and priority species: maybe otters, bats, reptiles and birds. Local Plan (1996) Policies 36, 37, 39 business, industry and warehousing. The site was not allocated in the UDP (unadopted 2003).			
Physical constraints			
The site is within a lower flood risk area, but should be investigated within any proposal. The site has good access onto existing Dyfrig Road. The site is brownfield land and there is potential for contamination on the site.			
Accessibility to services:			
This site is in a sustainable location. It is 0.29 km from a local shopping centre, 0.29 km from a primary school, 2.45 km from a secondary school, 0.45 km from a bus stop, and 0.56 km from a GP.			
Landscape Impacts			
The site is within the built up area.			

Other Potential Impacts

The site is opposite existing residential properties, therefore any development could impact on the residential amenity of existing properties.

The site is allocated for employment use in the Local Plan, but subsequently not allocated in the unadopted UDP. Therefore the loss of employment in this location would require further investigation.

Ecology comments: Adjacent to River Ely SINC. Otters on River Ely - may use the west of the site for lying-up. Potential for disturbance of otters during and post construction. Bats - surveys needed of buildings and trees. Reptiles - survey and translocation would be needed. Birds - avoid nesting season if site cleared.

Adjacent to the River Ely which could represent a safety hazard and will need to be considered further in line with good practice guidance.

ACHIEVABILITY

There appear to be no reasons why the site could not be developed by public bodies. The land is Council owned and potentially available. Policy constraints are potentially capable of being overcome and although there are potential contamination costs associated with the site, mitigation measures are likely to be feasible subject further investigation of flooding and mitigation costs and the ability of the public body to finance the development, either through grant monies or utilising existing assets.

Conclusion

The site is publicly owned and therefore deemed potentially available. It is located opposite residential properties and therefore this site is more suited to residential Gypsy and Traveller use rather than for a transit site. Residential amenity should be protected with landscape mitigation measures. Any proposal would need further investigation relating to potential impacts on the cost of potential contamination on the site, flood mitigations costs, proximity to the River Ely, loss of employment and impact on ecology.



DELIVERY

Potential Yield	
2013 - 2018	12
2018 - 2023	0
2023 - 2028	0

Type of use

Residential

Delivery model

- Privately owned traveller site requiring planning permission.
- Site available to be purchased and occupied by traveller family.
- Use of public grants to allow site to be purchased and managed by travellers.
- Existing public owned site to be developed for publicly managed traveller provision
- Purchase of site by public bodies for publicly managed traveller provision.

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Site ref	Site name	Settlement	
CAR026	Queen Alexandra Head	Cardiff	
Site address		Local authority	Size (ha)
Cargo Road		Cardiff County Council	4.69
Description of site			
A brownfield site (former railway lines/sidings and related port land), now covered in rough grass. The site lies immediately alongside an area of existing port development comprising level open storage areas with large utilitarian dock side buildings to the north.			
<input type="checkbox"/> Source: call for sites <input type="checkbox"/> Source: current unauthorised <input type="checkbox"/> Source: strategic site <input checked="" type="checkbox"/> Source: candidate site <input type="checkbox"/> Source: public owned land <input type="checkbox"/> Source: current authorised <input type="checkbox"/> Source: privately promoted			
Planning history			
As part of the LDP candidate site consultation in 2010 the site was submitted for possible inclusion in the LDP as a candidate site for mixed use including leisure.			
AVAILABILITY			
The site is publicly owned by the Welsh Government. Therefore the site is deemed potentially available for Gypsy and Traveller use.			
SUITABILITY			
Policy constraints			
<p>The site is within the built up area of Cardiff.</p> <p>Local Plan (1996) Policy 44 Sports, recreation and leisure and Policies 34 and 39 Inner Harbour.</p> <p>UDP (unadopted 2003) policy Waterfront Business Area (2.31) and policy Action Areas 2.17 which identifies the area for mixed use development including residential.</p> <p>Has connectivity with Severn Estuary (Special Area of Conservation and Special Protection Area).</p> <p>Landfill buffer.</p>			
Physical constraints			
<p>This is a brownfield site which could potentially present contamination issues to future developments. This would require further investigation.</p> <p>Access to the site via Cargo Road will not be possible as the road is within the controlled access area with the Port which requires security clearance and authorisation. Access to the site would require a new lengthy access onto Port Teigr Way which has a roundabout access stub in place. Access could potentially increase the costs of bringing the site forward and potentially prevent the site coming forward as a private Gypsy and Traveller Site. The cost of site access will need to be considered further by the Council.</p>			
Accessibility to services:			
This site is in a sustainable location. It is 1.23 km from a local shopping centre, 1.65 km from a primary school, 6.95 km from a secondary school, 0.35 km from a bus stop, and 1.8 km from a GP.			
Landscape Impacts			
The site lies adjacent to the Wales Coastal Path (WCP) and the southern part is open to views from it. The southern part of the site offers scope to accommodate Gypsy and Traveller development although the site's proximity and visibility from the Wales Coastal Path (WCP) indicates that any such development should be set back from this route and the area of open space/northern end of the barrage and extensive mitigation provided to contain it; this could be by way of a well landscaped linear mound which would also improve the environment and the experience for users of the WCP by concealing the low quality buildings within the port area beyond. With a well-considered approach, there is scope to achieve an overall environmental improvement in this location.			

Other Potential Impacts

Ecology comments: Has connectivity with Severn Estuary via bay, so HRA screening probably needed.

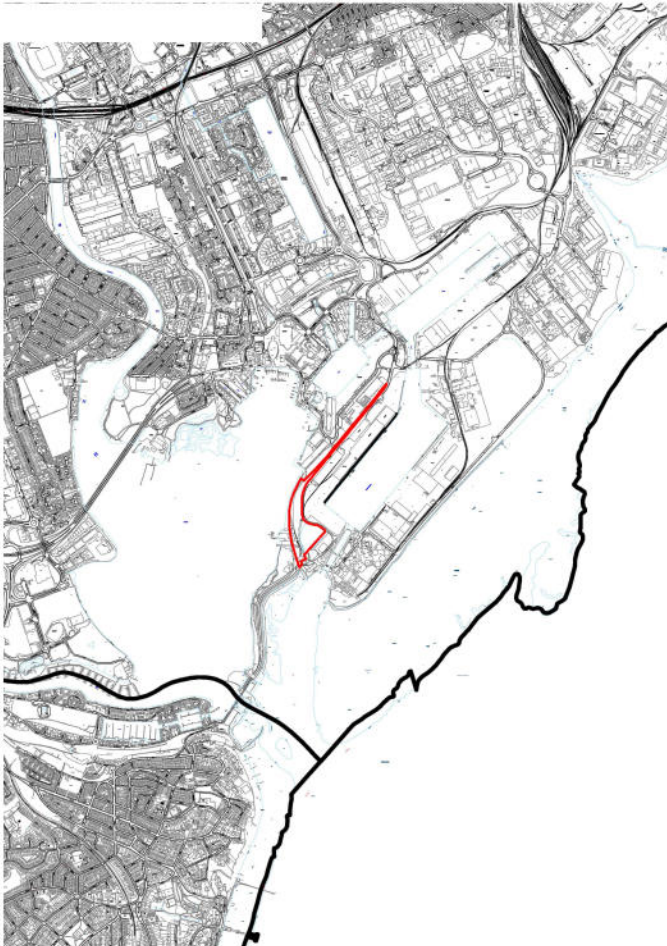
The site is allocated for recreation and leisure use in the Local Plan, but subsequently was allocated for mixed use including housing in the unadopted UDP. Therefore the loss of recreation and leisure land in this location would require further investigation.

ACHIEVABILITY

There appear to be no reasons why the site could not be developed by public bodies. The land is publicly owned and potentially available. Policy constraints are potentially capable of being overcome and although there are potential contamination mitigation, ecology and landscaping costs associated with the site, mitigation measures are likely to be feasible subject to HRA and to the ability of the public body to finance the development, either through grant monies or utilising existing assets.

Conclusion

The site is publicly owned and therefore deemed potentially available. Any proposal would need further investigation relating to the potential impacts on ecology and the Wales Coastal Path. The most suitable part is on the southern part set back from the Wales Coastal Path. Further investigation would also be required to the loss of recreation and leisure land and the cost of access and potential contamination remediation.



DELIVERY

Potential Yield	
2013 - 2018	20
2018 - 2023	0
2023 - 2028	0

Type of use

Residential

Delivery model

- Privately owned traveller site requiring planning permission.
- Site available to be purchased and occupied by traveller family.
- Use of public grants to allow site to be purchased and managed by travellers.
- Existing public owned site to be developed for publicly managed traveller provision
- Purchase of site by public bodies for publicly managed traveller provision.

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Site ref	Site name	Settlement	
CAR028	Former Queens Gate Car Park	Cardiff	
Site address		Local authority	Size (ha)
Tyneside Road		Cardiff County Council	1.58
Description of site			
<p>The site is a large flat car park which is within the built up area of Cardiff, on the docks adjacent to the waterside to the south. It is located close to the city centre and at the entrance to the old dock area. Residential properties are located across a road to the west, with a large road to the north, cleared site to the east and port/waterside to the south.</p>			
<input type="checkbox"/> Source: call for sites <input type="checkbox"/> Source: current unauthorised <input type="checkbox"/> Source: strategic site			
<input checked="" type="checkbox"/> Source: candidate site <input type="checkbox"/> Source: public owned land			
<input type="checkbox"/> Source: current authorised <input type="checkbox"/> Source: privately promoted			
Planning history			
<p>Planning permission granted on appeal (ref. 00/1007) 08/02/01 for use of land as temporary car park for period of 5 years. Subsequent planning permission granted on appeal (ref. 05/2673) 19/01/06 to extend this use for a further 7 years. As part of the LDP candidate site consultation in 2010 the site was submitted for possible inclusion in the LDP as a candidate site for development appropriate to the Cardiff bay Development Area.</p>			
AVAILABILITY			
<p>The site is Welsh Government owned and therefore deemed potentially available for Gypsy and Traveller use.</p>			
SUITABILITY			
Policy constraints			
<p>The site is within the built up area of Cardiff. The site is not allocated for any use in the UDP (unadopted 2003). Local Plan (1996) Policy 37 and 38 Port Related Industry. Has connectivity with Severn Estuary (Special Area of Conservation and Special Protection Area). North western part of site is within the landfill buffer.</p>			
Physical constraints			
<p>There are no known physical constraints. The site has good access onto the existing highway. This is a brownfield site which could potentially present contamination issues to future developments. This would require further investigation.</p>			
Accessibility to services:			
<p>This site is in a sustainable location. It is 0.76 km from a local shopping centre, 1.14 km from a primary school, 3.58 km from a secondary school, 0.25 km from a bus stop, and 1.55 km from a GP.</p>			
Landscape Impacts			
<p>The site is within the built up area.</p>			

Other Potential Impacts

Ecology comments: Has connectivity with Severn Estuary via bay, so HRA screening probably needed.

The site is allocated for port related uses in the Local Plan, but subsequently not allocated in the unadopted UDP. Therefore the loss of port related land in this location would require further investigation.

ACHIEVABILITY

There appear to be no reasons why the site could not be developed by public bodies. The land is owned by the Welsh Government and potentially available. Policy constraints are potentially capable of being overcome and although there are potential ecology mitigation and contamination remediation costs associated with the site, mitigation measures are likely to be feasible subject to HRA and the ability of the public body to finance the development, either through grant monies or utilising existing assets.

Conclusion

The site is publicly owned and therefore deemed potentially available. There are residential properties to the west of the site and therefore this site is suitable for residential use only, and should be publicly managed. Residential amenity of properties close to the site should be protected. Any proposal would need further investigation relating to potential impacts on ecology, costs relating to potential contamination remediation and the impact on the loss of port related uses.



DELIVERY

Potential Yield	
2013 - 2018	20
2018 - 2023	0
2023 - 2028	0

Type of use

Residential

Delivery model

- Privately owned traveller site requiring planning permission.
- Site available to be purchased and occupied by traveller family.
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- Existing public owned site to be developed for publicly managed traveller provision
- Purchase of site by public bodies for publicly managed traveller provision.

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Site ref	Site name	Settlement
CAR039	Land at Brindley Road	Cardiff
Site address	Local authority	Size (ha)
Leckwith	Cardiff County Council	5.26
Description of site		
<p>The site is split between a strip of green land to the west, with trees along the boundaries, and hardstanding depot area on the western section within a wide green buffer. The site is adjacent existing employment uses and Council depot to the north, east and south of the site. The Grangetown Link road (A4232) forms the western boundary.</p>		
<input type="checkbox"/> Source: call for sites <input type="checkbox"/> Source: current unauthorised <input type="checkbox"/> Source: strategic site <input checked="" type="checkbox"/> Source: candidate site <input type="checkbox"/> Source: public owned land <input type="checkbox"/> Source: current authorised <input type="checkbox"/> Source: privately promoted		
Planning history		
<p>As part of the LDP candidate site consultation in 2010 the site was part of a larger site submitted for possible inclusion in the LDP as a candidate site for commercial/industrial B1, B2 & B8 uses or transport use; or strategic park & ride facilities or combination of all 3.</p>		
AVAILABILITY		
<p>The site is Council owned and therefore deemed potentially available for Gypsy and Traveller use.</p>		
SUITABILITY		
Policy constraints		
<p>Protected and priority species and habitats: Otters, reptiles, birds, ponds, grassland. Leckwith Marsh and Pond SINC Local Plan (1996) Policies 33 (22) business, industry and warehousing. The site is not allocated in the UDP (unadopted 2003).</p>		
Physical constraints		
<p>NRW comment: The site is shown in our flood maps to be within the 1% (1 in 100 year) and 0.1% (1 in 1000 year) annual probability fluvial flood outlines of the River Taff, a designated main river. Our records show that the proposed site has also previously flooded from the River Ely. Cardiff Strategic Flood Consequences Assessment Phase 2, part 1 2011 update: Site 31LBEM - This site is flood free for 0.1% chance event and flood free access for this site via Brindley Road and Hadfield Road is considered to be maintained during this event. A risk of flooding to part of this site from culverts under the A4232 has been identified as noted in Section 5.4.2. Culverts under this road link drainage channels from the site to the River Ely. Although the extent of flooding from culvert blockage may be considered to be low, the potential frequency of flooding means that this risk should be addressed by potential developers. It is considered likely that development of this site can be achieved in line with TAN15. The site was a former landfill and the potential for contamination will need to be investigated further.</p>		
Accessibility to services:		
Landscape Impacts		
<p>The site is within the built up area.</p>		

Other Potential Impacts

Ecology comments: Otters on River Ely - may use the west of the site for lying-up. Potential for disturbance of otters during and post construction. Reptiles - survey and translocation would be needed. Birds - avoid nesting season if site cleared. Ponds, species-rich marshy grassland. Leckwith Marsh and Pond SINC - sensitive habitats which would need to be compensated for if lost. The site is allocated for employment use in the Local Plan, but subsequently not allocated in the unadopted UDP. Therefore the loss of employment in this location would require further investigation.

ACHIEVABILITY

There appear to be no reasons why the site could not be developed by public bodies. The land is Council owned and potentially available. Policy constraints are potentially capable of being overcome subject to further investigation into potential contamination. The site is likely to be feasible subject to the ability of the public body to finance the development, either through grant monies or utilising existing assets.

Conclusion

The site is publicly owned and therefore deemed potentially available. It is a suitable site although further investigation would be required relating to the loss of employment land, potential contamination and impact on ecology. Further work would be required relating to flood impact, working in conjunction with NRW.



DELIVERY

Potential Yield	
2013 - 2018	20
2018 - 2023	0
2023 - 2028	0

Type of use

Residential

Delivery model

- Privately owned traveller site requiring planning permission.
- Site available to be purchased and occupied by traveller family.
- Use of public grants to allow site to be purchased and managed by travellers.
- Existing public owned site to be developed for publicly managed traveller provision
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Site ref	Site name	Settlement	
CAR044	Former Landsdowne Hospital site	Cardiff	
Site address		Local authority	Size (ha)
South of Sanatorium Road		Cardiff County Council	1.51
Description of site			
This is a hospital site with a number of buildings and associated car parking. It is situated adjacent existing residential properties to the south and a cleared site to the north, which is currently under construction for a new primary school. The site has good access onto Sanatorium Road.			
<input type="checkbox"/> Source: call for sites <input type="checkbox"/> Source: current unauthorised <input type="checkbox"/> Source: strategic site <input checked="" type="checkbox"/> Source: candidate site <input type="checkbox"/> Source: public owned land <input type="checkbox"/> Source: current authorised <input type="checkbox"/> Source: privately promoted			
Planning history			
The site was promoted to the Local Development Plan as a candidate site, for 50-75 dwellings. As part of the LDP candidate site consultation in 2010 the site was submitted for possible inclusion in the LDP as a candidate site for residential use (50 to 75 dwellings).			
AVAILABILITY			
The site was promoted for housing as a candidate site to the LDP, therefore the site is assumed surplus to requirement. This site is publicly owned, by Cardiff & Vale University Health Board, and therefore deemed potentially available for Gypsy and traveller use.			
SUITABILITY			
Policy constraints			
The site is within flood zone C1. Local Plan (1996) identifies the site as white lane but labelled in hospital use. The site is not allocated within the UDP (unadopted 2003).			
Physical constraints			
There are a number of buildings on the site which would require demolition. The site is within flood zone C1, however the Strategic Flood Consequences Assessment Phase 3 findings show the site is capable of mitigation.			
Accessibility to services:			
This site is in a sustainable location. It is 0.71 km from a local shopping centre, 0.5 km from a primary school, 1.57 km from a secondary school, 0.11 km from a bus stop, and 0 km from a GP.			
Landscape Impacts			
The site is within the built up area.			

Other Potential Impacts

Ecology comments: Buildings still shown on aerials - if still present, bat surveys will be needed. Birds - avoid nesting season if site cleared.

South of the site is a residential area and any development in this location could impact on residential amenity of these properties.

ACHIEVABILITY

There appears to be no reasons why the site could not be developed by public bodies. The land is publicly owned by the Cardiff & Vale University Health Board and potentially available. Policy constraints are potentially capable of being overcome and although there are demolition costs associated with the site, mitigation measures are likely to be feasible subject to the ability of the public body to finance the development, either through grant monies or utilising existing assets. There is likely to be hope value for housing on this site which could impact on the site coming forward for Gypsy and Traveller use.

Conclusion

The site is publicly owned and therefore potentially available for Gypsy and Traveller use. It is suitable in policy terms. Any development would require mitigation measures to protect residential amenity of properties to the south of the site. Further investigation would be required relating to the cost of demolishing existing buildings and flood impact in conjunction with Natural Resources Wales.



DELIVERY

Potential Yield	
2013 - 2018	0
2018 - 2023	20
2023 - 2028	0

Type of use
Residential

Delivery model

- Privately owned traveller site requiring planning permission.
- Site available to be purchased and occupied by traveller family.
- Use of public grants to allow site to be purchased and managed by travellers.
- Existing public owned site to be developed for publicly managed traveller provision
- Purchase of site by public bodies for publicly managed traveller provision.

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Gypsy, Traveller and Travelling Showpeople Sites Study
Final Report

Appendix 5 Design Templates

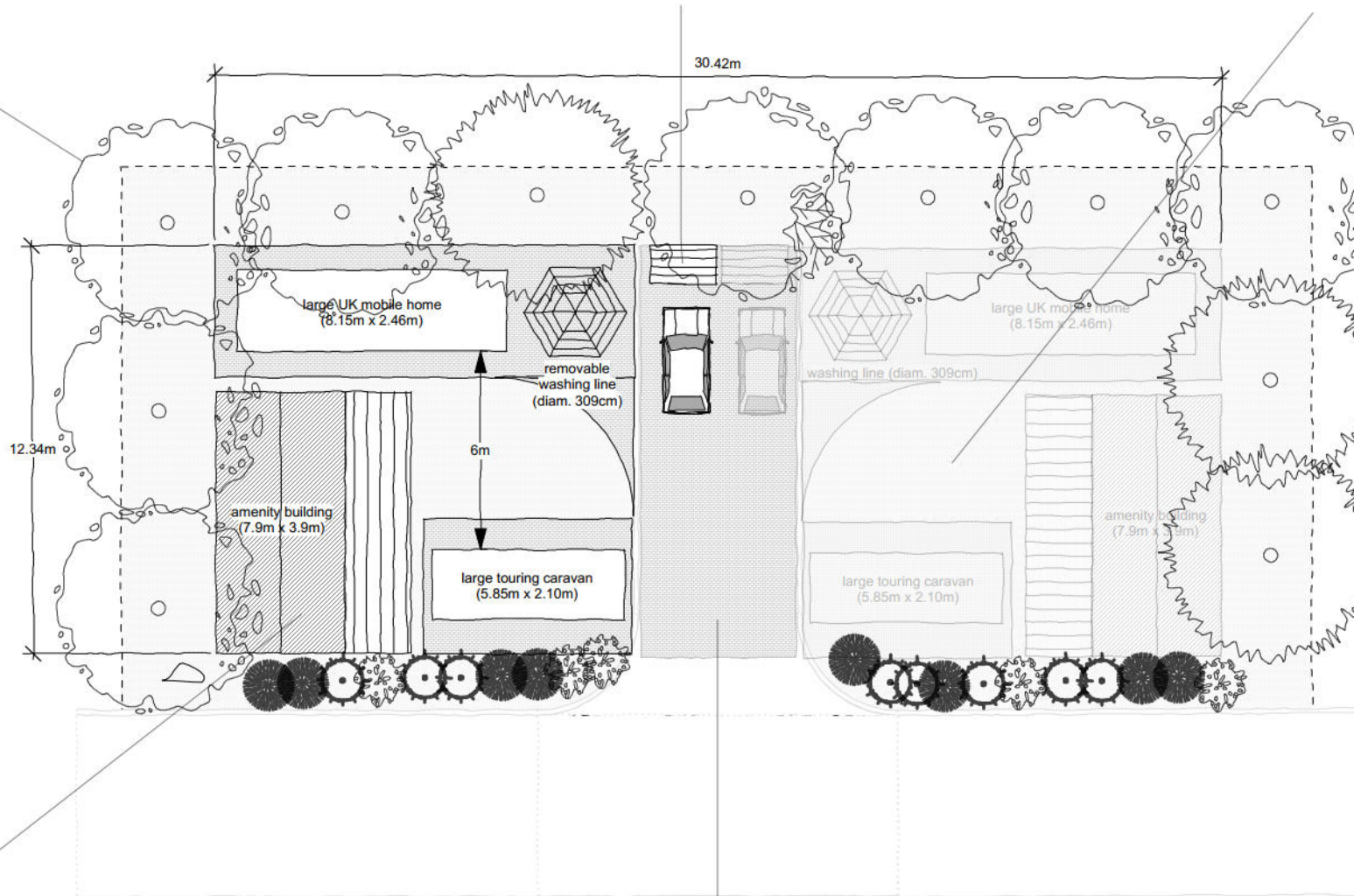
EXAMPLE OF 1-2 PITCH PRIVATE SITE (0.14 acres)

Use of existing landscaping (such as mature hedgerows) is desirable particularly if it encourages biodiversity (generally native species) and is low maintenance. It affords a good level of privacy and security without the defensive/hostile nature of gates, walls and fences. That said, each site will need to be designed with the appropriate security measures in mind as per the Police's 'Secure By Design' Principles. There will be considerable difference in these needs between urban and rural locations, for example.

A secure/lockable shed should be provided for storage of things like bicycles and other large but portable equipment. Size is dependent on needs, but there should be sufficient space for each member of the family to have a bicycle as well as any other gardening equipment.

Ideally sites would provide space play and/or food growing. In this instance this area of land could also accommodate a further pitch if necessary, though that would of course restrict the play and food growing to the small open space on each pitch.

There should be at least a 3m gap within the inside of all site perimeter boundaries and a 6m gap between combustible units, which includes caravans and mobile homes, though not amenity buildings if made out of non-combustible materials.



Some families will also have need of grazing land for their horse(s). Minimum spaces are for 1 horse to 1 acre (or 0.5 acre for ponies or horses under 14.2 hands)

Living quarters should generally not be overlooked by neighbours so some further hedging may be necessary

Government guidance suggests that amenity buildings should include:

- water closet (basin, toilet, bath/shower)
- (open plan) kitchen/dining/living area
- secure storage space for harmful substances/medicines
- enclosed storage for food, broom, washing/cleaning items
- space for cooker, fridge/freezer & washing machine

We suggest also that a large porch, veranda or other covered outdoor space would be useful given the limited indoor living space and the relatively high levels of cloud cover and precipitation in this country.

Access routes will need to accommodate all vehicles that need access to the site. In this case tracking would need to be carried out to ensure that there is sufficient turning space (on hard standing if regularly moved) for a large mobile home. Standards for refuse and fire truck access will need to be met too. Again, in this case space for safe stopping only is needed as the site is small enough to ensure that distance to refuse collection points and hose length standards are met. These standards and others can be found in Building Regulations and Manual for Streets.

No.	Date	Appr	Revision Notes
-64	Jan 2011	Issue Note	
No.	Date	Issue Notes	
Design Firm			Baker Associates
Consultant			The Crescent Centre Bristol BS1 6EZ
Project Title			Dorset GTTS DPD
Sheet Title			1-2 Pitch Site
Project Manager		Project ID	
Mark Russell		a483	
Drawn By		Scale	
Daniel Black		1:200 @ A3	
Reviewed By		Sheet No.	
N/A		Sheet No.	
Date		_____ of _____	
CAD File Name		1 of 1	
a483/001/Rev1			

EXAMPLE: 5 PITCH PUBLIC SITE (0.72 acre)

Use of existing landscaping (such as mature hedgerows) is desirable particularly if it encourages biodiversity (generally native species) and is low maintenance. It affords a good level of privacy and security without the defensive/hostile nature of gates, walls and fences. That said, each site will need to be designed with the appropriate security measures in mind as per the Police's 'Secure By Design' Principles. There will be considerable difference in these needs between urban and rural locations, for example.

A secure/lockable shed should be provided for storage of things like bicycles and other large, but portable equipment. Size is dependent on needs, but there should be sufficient space for each member of the family to have a bicycle as well as any other gardening equipment.

A horseshoe layout is recommended in government guidance as it allows residents to look out for each other while at the same time affording sufficient privacy. It also provides a central play area/open space that is easily visible from each of the pitches.

There should be at least a 3m gap within the inside of all site perimeter boundaries and a 6m gap between combustible units, which includes caravans and mobile homes, though not amenity buildings if made out of non-combustible materials.

Some families will also have need of grazing land for their horse(s). Minimum spaces are for 1 horse to 1 acre (or 0.5 acre for ponies or horses under 14.2 hands)

Specific additional space available for scrap storage can be well used (e.g. Piddlehinton Gypsy Site)

Living quarters should generally not be overlooked by neighbours so some further hedging may be necessary

A site manager's office is ideally located near the entrance for ease of access and is of a size to accommodate an office, a kitchenette, a bathroom and a storage room.

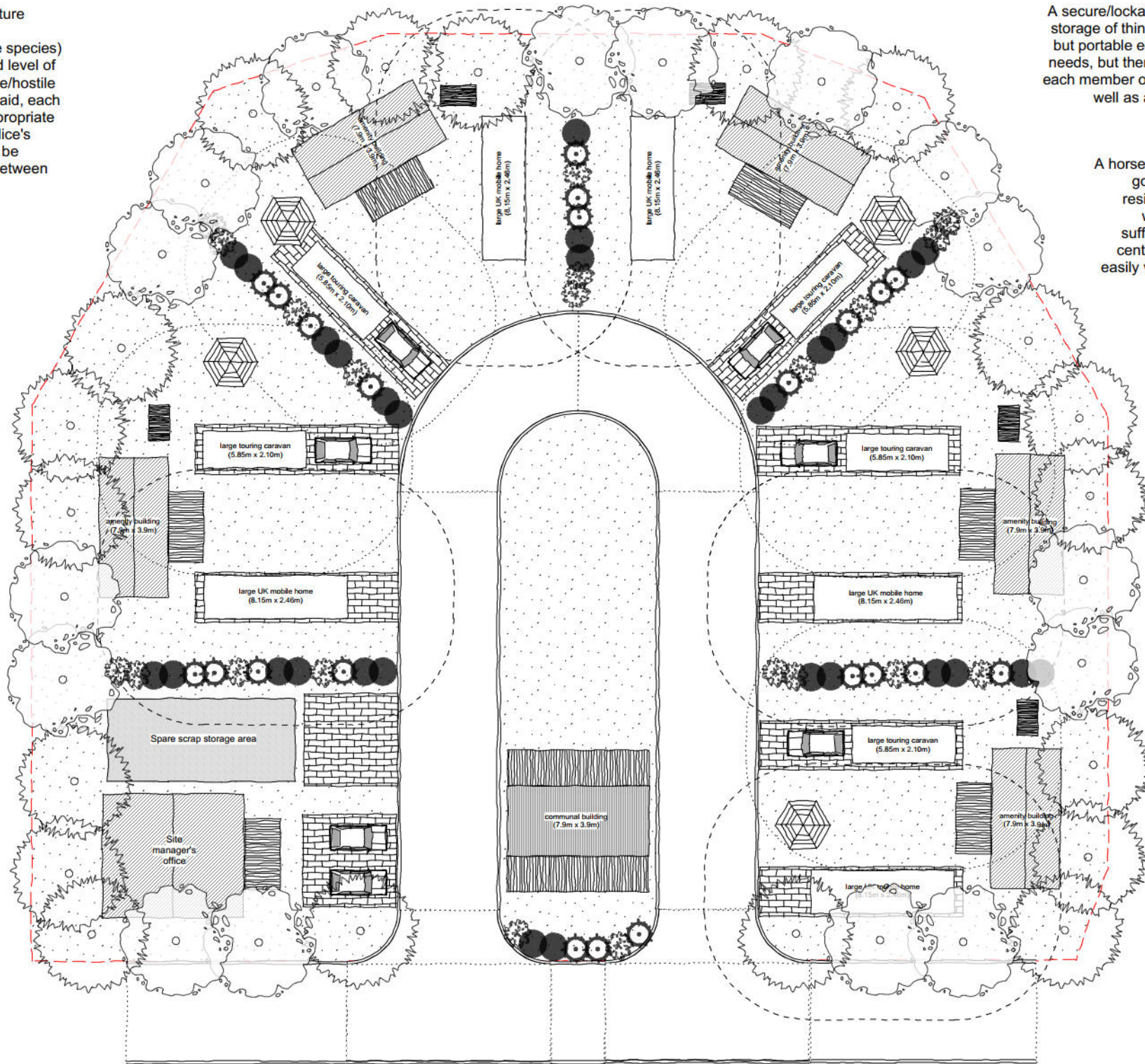
A communal building may be needed where an existing building is inaccessible. This is particularly useful for larger sites. It can be an important resource in sustaining a more remote site, offering an opportunity for health visitors, youth workers and education services, as well as for use by residents and the site manager.

Government guidance suggests that amenity buildings should include:

- water closet (basin, toilet, bath/shower)
- (open plan) kitchen/dining/living area
- secure storage space for harmful substances/medicines
- enclosed storage for food, broom, washing/cleaning items
- space for cooker, fridge/freezer & washing machine

We suggest also that a large porch, veranda or other covered outdoor space would be useful given the limited indoor living space and the relatively high levels of cloud cover and precipitation in this country.

Access routes will need to accommodate all vehicles that need access to the site. In this case tracking would need to be carried out to ensure that there is sufficient turning space for a large mobile home. Standards for refuse and fire truck access will need to be met too. Again, in this case space for safe stopping only is needed as the site is small enough to ensure that distance to refuse collection points and hose length standards are met. These standards and others can be found in Building Regulations and Manual for Streets.



No.	Date	Appr	Revision Notes
-64	Jan 2011		Issue Note

No.	Date	Issue Notes

Design Firm
BAKER ASSOCIATES

Consultant
**The Crescent Centre
Bristol BS1 6EZ**

Project Title
Dorset GTTS DPD

Sheet Title
6 Pitch Site

Project Manager Mark Russell	Project ID a483
Drawn By Daniel Black	Scale 1:300 @ A3
Reviewed By N/A	Sheet No. Sheet No. 2
Date	_____ of _____
CAD File Name a483/002/Rev1	6