



Report for Harborough District Council

# **Gypsy & Traveller and Travelling Showpeople site assessment**

**November 2024**

*With:  
Enderby Associates Ltd.*



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## EXECUTIVE SUMMARY

1. Three Dragons was commissioned by Harborough District Council to provide advice on the identification and delivery of sites to meet the accommodation needs of Gypsy and Travellers and Travelling Showpeople in Harborough. Local planning authorities are required by national policy to identify a supply of specific sites to meet the needs of Gypsy and Travellers and Travelling Showpeople within their local plans. The Gypsy and Traveller Accommodation Assessment 2024 prepared by ORS (GTAA24), identifies the need in Harborough that meets the national policy definition for 5 pitches for Gypsy and Travellers and 53 plots for Travelling Showpeople in the first 5 years of the plan. This site assessment study assesses potential sites to meet this need and determine if they are suitable, available and achievable. The study recognises the requirement to provide a clearly deliverable response to the housing need in the first 5 years and a more broadly developable response to need in the rest of the plan period.
2. The current provision for Gypsy and Travellers and Travelling Showpeople in Harborough are a range of public and private sites spread across the district but (in the case of Travelling Showpeople in particular) generally concentrated around the key transport corridors of the M1, A5 and A6.
3. The sources for potential sites to be assessed in this study were from:
  - Existing Gypsy and Traveller and Travelling Showpeople site opportunities
  - Sites put forward through the SHELAA process
  - Brownfield and public sector land registers
  - Potential sites for sale on the open market
  - District and County Council owned land
4. The role of strategic development areas and sites to deliver sites was also considered (these were also put forward through the SHELAA process).
5. Consultation was undertaken with council housing and assets officers, the Multi Agency Traveller Unit, ORS (who prepared the GTAA24), site owners and other planning and enforcement council officers. The study also reviewed the council's previous Gypsy and Traveller site options work and drew upon previous advice from Gypsy and Traveller community representation groups elsewhere.
6. The site assessment used 3 stages, with sites passing each stage undergoing a more detailed assessment:
  - Stage 1 – initial sift based on proximity to the settled communities and access, applied to a long list of sites drawn from the site supply
  - Stage 2 - showstopper criteria, which includes availability, floodrisk, access, environmental designations and historic environment
  - Stage 3 - availability, suitability and achievability criteria
7. The assessment considered 199 at stage 1 – this resulted in 22 being put forward to stage 2. A further 8 sites did not pass the stage 2 assessment. The remaining 13 sites were considered

suitable, available and achievable. This is a mixture of new sites that will require allocation or reallocation and use of vacant or underutilised pitch and plots within existing sites.

8. The capacity from these sites is estimated to total 38 Gypsy and Traveller pitches and 108 Travelling Showpeople plots. This exceeds the PPTS planning definition of need in the first five years identified in the GTAA24 and therefore meets the requirement for the Local Plan. This also provides a buffer against non-delivery within the first five years as well as helping to meet the PPTS definition in full over the plan period and scope to address some of the undetermined need, should it arise in the future.

## Chapter 1 Introduction

- 1.1 Three Dragons was commissioned by Harborough District Council (HDC) to provide advice on the delivery of sites required to meet the accommodation needs of Gypsy and Travellers and Travelling Showpeople in Harborough District, in line with national Government 'Planning policy for traveller sites' 2023. The objective of this study is to identify and assess potential sites to determine if they are suitable, available and achievable.
- 1.2 The results of this study will inform the development of relevant policies and allocations in the emerging Local Plan and guide the consideration of future planning applications for Gypsy and Traveller and Travelling Showpeople sites.
- 1.3 The work draws upon the needs assessment as set out in the Harborough District Council Gypsy and Traveller Accommodation Assessment 2024 (GTAA24), undertaken by Opinion Research Services (ORS).

### Background

- 1.4 Gypsy and Travellers (GT) have lived in Britain for at least 500 years and probably longer. For the purposes of the planning system, Gypsy and Traveller 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 policy for traveller sites, HCLG, December 2023).

- 1.5 Many Gypsy and Travellers continue to pursue an active itinerant lifestyle and are generally self-employed people. However, increasingly communities are becoming more settled, for reasons such as providing children with an education; health reasons; and/or by virtue of them being older members of the Gypsy and Travelling community. This is critical to the new definitions when identifying the needs of the Gypsy and Traveller community.
- 1.6 Gypsy 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 Gypsy
  - Irish Travellers
  - New Travellers



- 1.7** Romany Gypsy and Irish Travellers are recognised in law as distinct ethnic groups and are legally protected from discrimination under the Race Relations Acts.
- 1.8** In August 2015, Government republished the statement 'Planning policy for traveller sites' and changed the definition of Gypsy and Travellers and Travelling Showpeople. The original 2012 version included Gypsy and Travellers and Travelling Showpeople who had ceased travelling permanently. The 2015 definition excluded those people who have ceased to travel permanently. However, this change was challenged and following the judgement in the Court of Appeal, the government is reverting the definition of Gypsies and Travellers used in the Planning Policy for Travellers Sites to that adopted in 2012, with this change applying from December 2023 for plan making and decision taking.
- 1.9** Travelling Showpeople form a separate community to Gypsy and Travellers, and have a different set of housing need, as sites also require space for equipment storage.

*“Showpeople are members of a community that consists of self-employed business people who travel the country, often with their families, holding fairs. Many of these families have been taking part in this lifestyle for generations. Although their work is of a mobile nature, showpeople nevertheless require secure, permanent bases for the storage of their equipment and more particularly for residential purposes.” DCLG 2007*

*“The nature of showpeople’s sites is unusual in planning terms. The sites often combine residential, storage and maintenance uses. Typically a site comprises areas set aside for the showpeople’s accommodation – usually caravans and mobile homes – and areas where vehicles and fairground equipment can be stored, repaired and occasionally tested. The area of land set aside for accommodation by one family unit and the area of land set aside for the storage and maintenance of their equipment would collectively form a plot.” DCLG 2007*

- 1.10** Local planning authorities are currently required to identify a supply of specific sites to meet the needs of these groups (as per the 2023 definition) within their local plans. This means that when delivering sites consideration is required about which sites are available and suitable for different types of the travelling community.



## Chapter 2 Planning policy

### National policy

- 2.1** National planning policy for traveller sites is contained within 'Planning policy for traveller sites'<sup>1</sup>, which was updated in 2023 (PPTS 2023).

### Amendments

- 2.2** There are two main changes to national policy, which relate to plan making – firstly a revised definitions (Annex 1) of Gypsy and Travellers and Travelling Showpeople. The original 2012 version included Gypsy and Travellers and Travelling Showpeople who had ceased travelling permanently. The revised 2015 definitions then excluded those people who have ceased to travel permanently. This was again revised in 2023 from the Court of Appeal ruling and reverted to the 2012 definition. The revised definitions are set out in Chapter 1 of this report. Secondly a new paragraph (2) was inserted into Annex 1 of the PPTS 2015 and continued in PPTS2023 for Gypsy and Traveller sites only, as set out below:

*"In determining whether persons are "gypsies and travellers" for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:*

- a) whether they previously led a nomadic habit of life*
- b) the reasons for ceasing their nomadic habit of life*
- c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances."*

- 2.3** There is no guidance provided by Government on the definition of living a 'nomadic habit of life' or the suitable 'reasons for ceasing a nomadic habit of life'. It will be up to local authorities to establish which pitches/sites have people living a nomadic life and what reasons the occupiers of each pitch/site may have for ceasing to travel. This information should be collated during the needs assessment to establish the criteria set out above. This information needs to be collected for each household, i.e. for each pitch.

### Review

- 2.4** National policy identifies three key criteria for identifying appropriate sites for delivery through the planning system. To be deliverable within five years, or developable within years 6-15, sites should be:
- suitable - the site should be in a suitable location for development

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<sup>1</sup> [Planning policy for traveller sites, Communities and Local Government, December 2023](#)

- available - the site should be available now or there should be a reasonable prospect that the site is available at the point envisaged
- achievable - there is a realistic or reasonable prospect that housing could be viably developed at the point envisaged

- 2.5** Local planning authorities should identify sufficient deliverable sites to provide five years' worth of sites against their locally set targets. For years 6-10 and, where possible, for years 11-15, they should identify a supply of specific developable sites or broad locations for growth.
- 2.6** National policy recommends that criteria based policies should be developed irrespective of whether need is identified or not. If need is identified the policy should be used to guide the allocation of land, while if there is no identified need the policy should provide a basis for determining planning applications which may nevertheless come forward.
- 2.7** PPTS 2023 identifies a series of issues for criteria to address to ensure that traveller sites are sustainable economically, socially and environmentally. Specific policies set out the national approach towards using evidence to plan positively (Policy A), Planning for traveller sites (Policy B), travellers in Greenbelt (Policy E), mixed planning use traveller sites (Policy F) and determining planning applications (Policy H).

### Local policy

- 2.8** The current Development Plan for Harborough<sup>2</sup> includes specific policy for Gypsy, Traveller and Travelling Showpeople. Policy H6 requires that provision will be made for a minimum of 5 Gypsy and Traveller pitches, and 26 Travelling Showpeople plots. This need is addressed through allocations at:
- 3 pitches at Spinney View Farm, 2 pitches at Smithfields and 10 pitches at Boneham's Lane Gilmorton as a reserve.
  - 18 Travelling Showpeople plots at Moorbarns Lane
- 2.9** Whilst there may have been partial implementation at Spinney View Farm and Smithfields it is not clear that these sites are being fully utilised and the reserve site at Boneham's Lane has not been brought forward. However, Moorbarns Lane has been implemented, though not fully occupied.
- 2.10** The policy supports new sites and extensions to existing sites, with Gypsy and Traveller criteria including safe walking distance to a settlement with services; size reflecting the scale of the settlement; suitable and safe highway access, landscape screening; good practice design and safety from unsafe access, noise/air quality, contamination and flood risk. Travelling Showpeople

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<sup>2</sup> Harborough Local Plan 2011-2031, adopted 2019

criteria includes on similar requirements plus restrictions on commercial use remaining ancillary; and no unacceptable commercial use or vehicle movements disturbance/impacts on surrounding occupants/highway network. The policy allows rural exception sites for affordable Gypsy and Traveller accommodation. The policy also requires that development for non-Gypsy and Traveller or Travelling Showpeople uses will not be permitted on existing provision.

**2.11** The Interactive Policies Map identifies existing provision (as known at the time of the Local Plan 2011-2031 in 2019). This identifies 11 GT and TSP sites that policy H6.4 seeks to safeguard. The majority of these are still in active use. However, it is noted that the Woodway Lane site and the east part of the James Bond Caravan Park appear not be in this use at the time of writing.

**2.12** Emerging policy – The Regulation 18 Issues and Options consultation document asked for views about Gypsy and Travellers and Travelling Showpeople provision including that:

- delivering against Gypsy and Traveller and Travelling Showpeople housing needs is included in the plan objectives
- the Council is seeking sites to provide Gypsy and Traveller and Travelling Showpeople housing

### **Other policy and guidance**

**2.13** Other relevant considerations which should be taken into account include:

- National policy set out within the National Planning Policy Framework; and
- Communities and Local Government (CLG) Best Practice Guidance: Designing Gypsy and Traveller Sites (2008). This guidance has been cancelled by Government in August 2015. However, this document was not planning policy and for guidance purposes only. Therefore, this document is still useful guidance for the design of Gypsy and Traveller sites.

**2.14** These policy and guidance documents have been taken into consideration when developing the site criteria to assess potential sites.

## Chapter 3 Existing provision and need

### Need assessment

- 3.1** PPTS 2023 states that the overarching aim of Government is "to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community." (para 3).
- 3.2** The policy document sets out the way in which the site needs of Gypsy, Travellers and Travelling Showpeople are planned for, including a system of locally generated targets. Under this, local planning authorities are required to:
- Use a robust evidence base to establish accommodation needs;
  - Set pitch and plot targets to address the likely residential and transit site accommodation needs of Travellers in their area;
  - Identify and update annually a supply of specific deliverable sites to provide five years' worth of sites against their locally set targets;
  - Identify a supply of specific developable sites or broad locations for years six to ten and where possible for years 11-15; and
  - Set criteria-based policies to meet identified need and/or provide a basis for decisions in case applications nevertheless come forward.
- 3.3** Harborough Council commissioned ORS to undertake the Gypsy and Traveller Accommodation Assessment October 2024 (GTAA24) to provide a credible evidence base to aid the preparation and implementation of Development Plan policies for the Local Plan period.
- 3.4** The GTAA identifies the following need that meets the PPTS planning definition and considers undetermined need.

**Table 3.1 Gypsy and Traveller and Travelling Showpeople need – GTAA24**

Need that meets PPTS 2023 planning definition	First 5 years pitch requirement	Plan period pitch requirement
Gypsy and Traveller PPTS definition	5	7
Gypsy and Traveller 30% Undetermined	14	23
Travelling Showpeople PPTS definition	53	69
Travelling Showpeople 92% Undetermined	24	34

- 3.5** PPTS 2023 sets out that the sites requirement for these Gypsy and Traveller and Travelling Showpeople needs depends on the status and the timescale:
- 5-year need and future need from households that meet the planning definition will need to be addressed through site allocations for households
  - Need from undetermined households and/or from year six will be met through identifying broad areas and/or a criteria-based policy
- 3.6** On this basis, the study seeks to identify space for a minimum of 5 Gypsy and Traveller households and 53 Travelling Showpeople households either through identifying existing capacity and/or allocation of/within specific sites.
- 3.7** The GTAA24 reports that previous GTAA for Leicester City and Leicestershire identified a need for 36 transit caravan spaces spread across Leicestershire and recommended a review of potential transit sites. The GTAA24 noted that this review has not yet been completed and recommended that the existing arrangements continue to be used until the sites review has been completed. Therefore, no new transit needs have been identified by ORS specifically for Harborough and correspondingly this study does not seek to identify transit sites.

### **Current provision in Harborough**

- 3.8** The GTAA24 estimates that the current provision in Harborough District is for 90 Gypsy and Traveller pitches and 81 Travelling Showpeople plots. The relatively undefined nature of some of the provision means that the pitches/plots are an estimate in some cases.
- 3.9** There are some clusters that are individually named for historic reasons (including separate ownerships and consents) but in effect form single sites:
- Barn 1 Mere Farm (GT2a) also includes Mere Farm (GT2b) and Mere Meadows (GT2c)
  - Hill View (GT4) is adjacent to Smithfields (GT7)
  - Walkers Stables (GT9) is adjacent to Walkers Stables Expansion (GT11)
  - Fairacres (TSP2a) is adjacent to Stanley Way (TSP 2b)
- 3.10** The total includes an unauthorised site at Ponies View (GT11).
- 3.11** Review of consents and discussion with Council officers including the County Council's Multi Agency Traveller Unit suggests the following site location pitches and plots.

**Table 3.2 Gypsy and Traveller and Travelling Showpeople current provision**

Ref	Name	Type	Pitches/Plots
GT 1a	Travellers Site, Bonehams Lane, Gilmorton, Leicestershire, LE17 5PD	GT	5
GT 2a	Barn 1, Mere Farm, Mere Road, Bitteswell, Leicestershire, LE17 4LH	GT	54
GT 2b	Mere Farm, Mere Road, Bitteswell, LE17 4LH	GT	
GT 2c	Mere Meadows, Mere Road, Bitteswell, LE17 4LH	GT	
GT 3	Greenacres, Leicester Road, Market Harborough, LE16 7QT	GT	25
GT 4	Hill View, Lutterworth Road, Dunton Bassett, LE17 5LD	GT	1
GT 5	Mayfield Stables, Snows Lane, Keyham, LE7 9JS	GT	3
GT 6	Quarry Farm Stables, Lutterworth Road, North Kilworth, LE17 6HW	GT	1
GT 7	Smithfields (formerly Dunton Barn), Lutterworth Road, Cosby, Leicester, LE17 5LD	GT	3
GT 8	Spinney View Farm, Main Road, Claybrooke Parva, LE17 5AE	GT	3
GT 9	Walkers Stables, Hungerton Lane, LE7 9JW	GT	1
GT 10	Walkers Stables Expansion, Hungerton Lane, LE7 9JW	GT	5
GT 11	(Ponies View) Land at Bowden Lane, Bowden Lane, Welham, LE16 7UX	GT	4 (unauthorised)
TSP 1	Amusement Depot, Leicester Road, Lutterworth, LE17 4HD	TSP	1
TSP 2a	Fairacres Caravan Site, Lutterworth, LE17 4FA	TSP	32
TSP 2b	Stanley Way, Land adj. Fairacres, Leaders Farm, Coventry Road, Lutterworth, LE17 4FA	TSP	25
TSP 3	Golf Course Rise, Moorbarns Lane, Lutterworth, LE17 4QJ	TSP	22
TSP 4	Wild Meadow, Bowden Lane, Welham, LE16 7UX	TSP	1

Ref	Name	Type	Pitches/Plots
TSP 5	Land at James Bond Caravan Park, Morrbarns Lane, Lutterworth, Leicestershire, LE17 4QJ	TSP	7

**3.12** In addition to the GT and TSP provision currently in use listed above, there are three locations allocated/safeguarded in the current local plan policy H6 (Harborough Local Plan 2022-2031) for Traveller provision which, whilst identified in the Plan, did not seem to be occupied at the time of site visits undertaken this year:

**Table 3.3 Gypsy and Traveller and Travelling Showpeople current provision not in use**

Ref	Name	Type	Pitches/Plots
GT 1b	Boneham's Lane Reserve site, Gilmorton, Leicestershire, LE17 5PD	GT	10
GT 12	Wells Close, Woodway Lane, Claybrooke Parva	GT	3
TSP 5	Land at James Bond Caravan Park, Moorbarns Lane, Lutterworth, Leicestershire, LE17 4QJ	TSP	7

**3.13** Existing supply is important in meeting current and future need and should continue to benefit from policy protection. This site assessment study considers the opportunities to meet need within existing consents, for further provision within/adjacent to these sites, reallocating sites, and through new site allocations. These opportunities also include consideration of vacant pitches and plots, utilising information from the GTAA, Council officers, the Multi Agency Traveller Unit and site owners. It should be noted that this exercise does not double count any capacity, as whilst the GTAA does assume need arising from vacant plots/pitches (part of the undetermined figure) it does not net off vacancies from identified need. However, the GTAA24 does explain that the vacant sites do have a role in meeting need by referencing that they could be bought back into use. For the purposes of this site assessment, we have therefore adopted the following approach:

- That vacant pitches/plots can be used to meet need in the first five years as they already have the necessary permissions and are already in place
- It is prudent to adopt a cautious approach to the potential of vacancies to meet need, taking into account that not all apparent vacancies will necessarily be available and that there may be changes on a day-to-day basis. The informal nature of some of the Gypsy and Traveller sites means that unless it is very clear what the situation is, we have taken about a third of the potentially vacant sites as available for meeting future need.



## Chapter 4 Site assessment methodology

### Introduction

**4.1** This section sets out the methodology Three Dragons has used to undertake the Harborough Gypsy and Traveller and Travelling Showpeople site assessment study. The method has been developed in line with the Government's PTTS 2023 as well as good practice.

### Sources of potential sites

**4.2** The following sources were used to generate the initial long list of sites:

- 2021 and 2024 SHELAAs, including proposals for potential strategic development areas for housing or employment uses
- Brownfield land register held by Harborough District Council
- Land owned by Harborough District Council
- Land owned by Leicestershire County Council
- Existing Gypsy and Traveller and Travelling Showpeople sites (see Chapter 3)
- Allocations for Gypsy and Traveller and Travelling Showpeople sites in the current 2011-2031 Local Plan adopted in 2019 (see Chapter 3)
- Register of Surplus Public Sector Land
- Land for sale

**4.3** As well as council-owned sites, the selection has included some privately owned sites that have been proposed during the consultation/assessment process. While the council prefers to engage with private landowners through negotiation, both Leicestershire County Council (who have provided sites in the past), and Harborough District Council has use of statutory powers including compulsory purchase powers where necessary for site assembly. This approach has informed the study in relation to the assessment of availability.

### Stakeholder engagement

**4.4** To help identify the key criteria and provide recommendations as to priority sites to take forward into wider local plan consultation, it was considered that a range of engagement with different stakeholders was required – this includes review discussion and consultation with:

- The District Council's planning, enforcement and assets staff
- The Leicestershire Multi Agency Traveller Unit
- The County Council assets team
- ORS
- Review of responses to the council's previous site options consultation

- Through the District Council, contact with the owners/site promoters of the 2022 and 2024 SHELAA sites identified as potential locations for Gypsy and Traveller and Travelling Showpeople accommodation
- A selection of Gypsy and Traveller site owners
- Advice from community representation groups on previous studies on good practice

### Site assessment methodology - Stage 1 initial high level sift

- 4.5** The first part of the Stage 1 sift was an assessment based primarily on the site location, taking account of the predominantly rural nature of the district. The criteria for this initial sift has been drawn from discussions with travelling communities and support agencies locally and as part of previous work<sup>3</sup>. Consideration was given to proximity to the settled community as well as access to settlements that provide or may have links to provision of services. Access is also important, including the immediate site access and access for larger vehicles to the strategic highway network.
- 4.6** The sites making up the initial long list were therefore subject to a high-level selection exercise based on proximity to existing and planned residential areas, and site access. This exercise excluded sites that are significantly adjacent to existing or planned residential development; or totally separate at some distance from a settlement. This exclusion criteria includes access through residential area, or access reliant on a future wider residential development proposal.

### Site assessment methodology - Stage 2 showstoppers

- 4.7** The next stage of the work is to sift the potential sites for any showstoppers that would mean that GT or TSP use would be highly unlikely to be permitted or a desirable location to live. Stage 2 criteria are summarised below and set out in more detail in Appendix B:
- Availability – the owner has confirmed or it has been indicated that the site is not available within the next 5 years or the review suggests that there is no available capacity if a current GT or TSP site is being considered
  - Floodrisk – majority of the site is within flood zone 2, 3a or 3b<sup>4</sup>
  - Access – suitable access to the site from the public road network is either not possible or highly unlikely due to ownership constraints through 3rd party land or would require unreasonably extensive works e.g. substantial new road
  - (National) environmental designations – the site is covered by an (inter)national designation e.g. Special Protection Area, Special Area of Conservation, RAMSAR Site, Site of Special Scientific Interest, National Nature Reserve and other Biodiversity designations

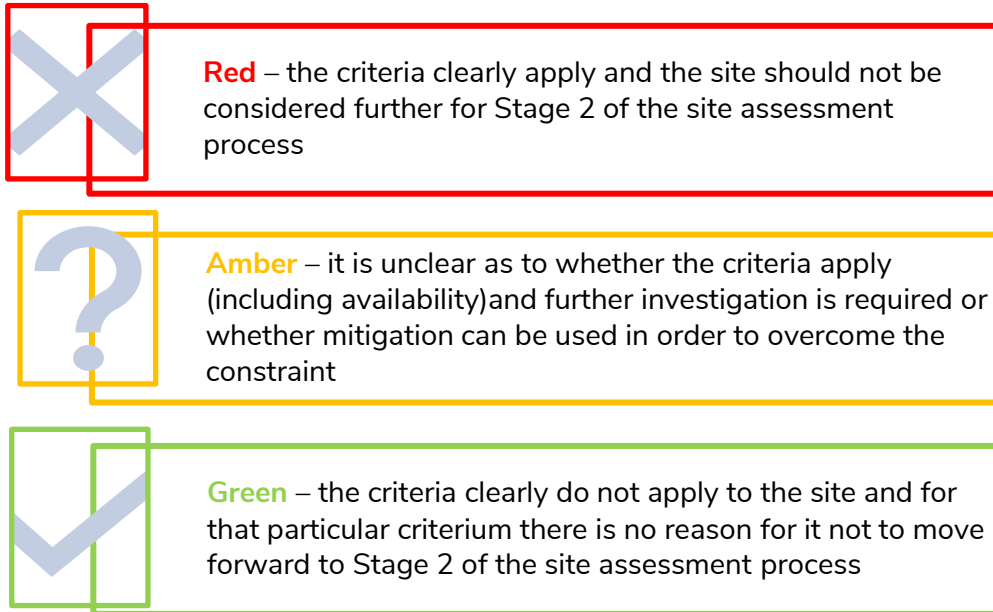
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<sup>3</sup> See Appendix B for site criteria

<sup>4</sup> Development of mobile homes or caravans for permanent use are not permitted in flood zone 3a/b and in flood zone 2 would require a sequential and exception test which is unlikely to be passed for the purpose of this type of assessment.

- Historic environment – the site is likely to result in substantial harm to the significance of a Scheduled Monument, Grade 1 or Grade 2\* Listed Building or a Grade 1 or Grade 2\* Registered Park and Garden

**4.8** The site 'showstopper' criteria for Stage 2 were applied to each of the sites identified in the initial sift discussed above, with a traffic light commentary indicating whether the site is:



- 4.9** Stage 2 in the assessment process involved a desktop study and site visits undertaking the application of showstopper criteria. The availability of land is also recognised throughout all stages as a key criterion. The application of showstopper criteria effectively sieves out sites which are likely to fail on the grounds of contravening major constraints, such as being within international/national environmental designations or within the boundaries of Scheduled Monuments. If any of the criteria are red, this is considered as a showstopper and the site is rejected at this stage of the assessment. Sites that have either amber or green against any of the criteria will have further assessment as part of stage 3.
- 4.10** Within this stage of the assessment, larger sites are assessed to determine which sections may be best suited to providing Gypsy and Traveller or Travelling Showpeople pitches. This draws upon some of the high level suitability criteria used for the initial site sifting.
- 4.11** Part of the stage 2 assessment considers whether there is the opportunity to meet some of the identified need within the existing Gypsy and Traveller and Travelling Showpeople sites. This draws upon a review of the consents for the different sites as well as consultation feedback on vacancies, plus an assessment of additional capacity through extensions to sites where the owner has made it clear that this is an option.

**4.12** It should be noted that 'policy' constraints such as alternative designations for employment use are not considered as a showstopper at stage 2 as the local plan process provides an opportunity to reconsider any policy designation. The stage 3 assessment will consider whether this is appropriate.

### **Site assessments – Stage 3 (availability, suitability & achievability)**

**4.13** Sites (identified to be assessed at Stage 3) were visited by the consultant team. These are then assessed for their availability, suitability, and achievability for Gypsy and Traveller and Travelling Showpeople provision in detail, building on the stage 2 information. The PPTS 2023 states that this means that sites should be available now, offer a suitable location for development and be achievable with a realistic prospect of delivery within 5 years. Stage 3 criteria are summarised below and set out in more detail in Appendix B.

**4.14 Availability** - the Council has already indicated which sites are potentially available but further information will be sought on timeframe for site release - criteria will potentially include:

- Availability (1<sup>st</sup> 5 years) to travelling community groups/showpeople
- Ownership (any issues around ransom strips, tenancies, operational requirements)
- Other uses and planning history

**4.15 Suitability** - each site will be assessed against an agreed criteria which cover policy requirements, physical constraints and potential impacts. The criteria are as follows:

- Landform
- Land use and amenity within site and surroundings including proximity, overlooking, privacy
- Noise
- Urban and rural character
- Accessibility to facilities
- Rights of Way
- Nature and condition of site boundaries

**4.16** The different needs of Gypsy and Travellers and of Travelling Showpeople are considered within this part of the assessment. This includes the additional space requirements for Travelling Showpeople to accommodate equipment storage and maintenance as well as the importance of access to the strategic road network for larger vehicles.

**4.17** Where relevant, the stage 3 suitability assessments have included a high-level landscape assessment within the section on 'landform' to determine whether there are impacts and what mitigation approach may be suitable. This aspect is to provide reassurance that landscape issues are not a reason for rejecting a site at this stage and is not a substitute for more detailed work as part of a planning application.

- 4.18** At Stage 3 some of the criteria are a subjective assessment at the time of the visit, for example an initial assessment will be made on the noise and pollution impacts of neighbouring uses on potential sites, such as the presence of existing employment uses, railways, roads and electricity pylons. The site assessments do not however include specific technical noise and air quality assessments or monitoring.
- 4.19** An accessibility assessment was also be undertaken looking at the proximity of each site to key services and facilities, which we have gauged through proximity to locations in the 2023 settlement hierarchy prepared by Harborough District Council<sup>5</sup>.
- 4.20 Achievability** - we will identify potential policy/site constraints needing to be rectified which may affect viability and any potential alternative uses likely to affect deliverability.
- Notable features that may be affected by development (such as trees, streams, historic environment)
  - Site capacity - an indication of potential capacity will also be provided using templates for different sizes of site provision (655 sq m/Gypsy and Traveller Pitch and 1,400 sq m/Travelling Showpeople plot - see appendix A & D).
  - Potential for delivery within first 5 years (we will also note 'developable' sites – i.e. those that show potential for development post 5 years).
- 4.21** As with stage 2 a matrix sets out the details for how each site performs against the availability, suitability and achievability. For each site a proforma provides more detailed information, including a site map. Again, a traffic light system is used to refine the list of potential sites.

### Analysis and recommended sites

- 4.22** Using the criteria set out above and in consultation with council officers and support agencies recommendations are made as to which sites will best meet the criteria and could be put forward for consultation through the Local Plan process.
- 4.23** It is anticipated that that at this stage there may not be the 'perfect' site and more information may be required to take any recommended sites forward but the sites put forward will be broadly realistic in terms of potential delivery.

### Policy response

- 4.24** The report includes recommendations to the council about the options for meeting the need for Gypsy and Traveller and Travelling Showpeople housing. This includes:

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<sup>5</sup> [Settlement Hierarchy Assessment | Harborough District Council](#)

- safeguarding existing provision
- meeting need and allocations
- recommendations for other policy approaches to meet wider need and deal with other applications that may come forward over the plan period outside those being promoted through the Local Plan

**4.25** Guidance has been included within Appendix A to illustrate the land take and shape for typical Gypsy and Traveller and Travelling Showpeople sites of varying sizes. This has helped inform the suitability assessment (e.g. typical plot sizes) and can also be used as a basis for future sites. The templates are based on recent locally implemented sites and design guidance from a variety of sources including the National Policy Advisory Panel on Gypsy and Traveller Housing, material from the Showmen's Guild of Great Britain, CLG Design Guide, Welsh and Scottish Government and other local authority guides.

**4.26** In respect of a suitable pitch or plot size it should be noted that they vary considerably in terms of what is provided on existing sites within Harborough and across the various published guidance notes. Often individual circumstances and site constraints and ownership will be the determining factor and whilst some private sites are permitted on the basis of supplied plans (with varying degrees of detail) what happens over time with changes in ownership and family circumstances can mean sites are subdivided or reconfigured.

**4.27** It is also important to note that anecdotal evidence from organisations such as ORS who are regularly reviewing sites and interviewing Showpeople indicates that over time space requirements may change for this type of use due to changes in business with less reliance on large rides, hiring rather than purchasing of rides and alternative storage and maintenance arrangements.

**4.28** However, for the purposes of this assessment we have drawn on a local public provided site to inform Gypsy and Travellers capacity assessments (655 sq. m/pitch) and a recently permitted TSP site (1,400 sq. m/plot) to inform Travelling Showpeople capacity assessment. Further detail is set out in Appendix A.

## Chapter 5 Potential sites and assessment

### Stage 1 Sites assessed

**5.1** Based on the sources discussed in Chapter 4, the long list of potential sites contained 199 sites of which the bulk (147) were from the two SHELAAAs.

**Table 5.1 long list sites source**

Source	Long list sites
Brownfield Land Register	<b>1</b>
Existing Gypsy and Traveller including existing allocations	<b>13</b>
Harborough District Council owned land	<b>1</b>
From SHELAA (2021 & 2024)	<b>147</b>
Existing Travelling Showpeople	<b>6</b>
Leicestershire County Council owned land	<b>0</b>
Register of Surplus Public Sector Land	<b>0</b>
Land for sale	<b>31</b>
Total	<b>199</b>

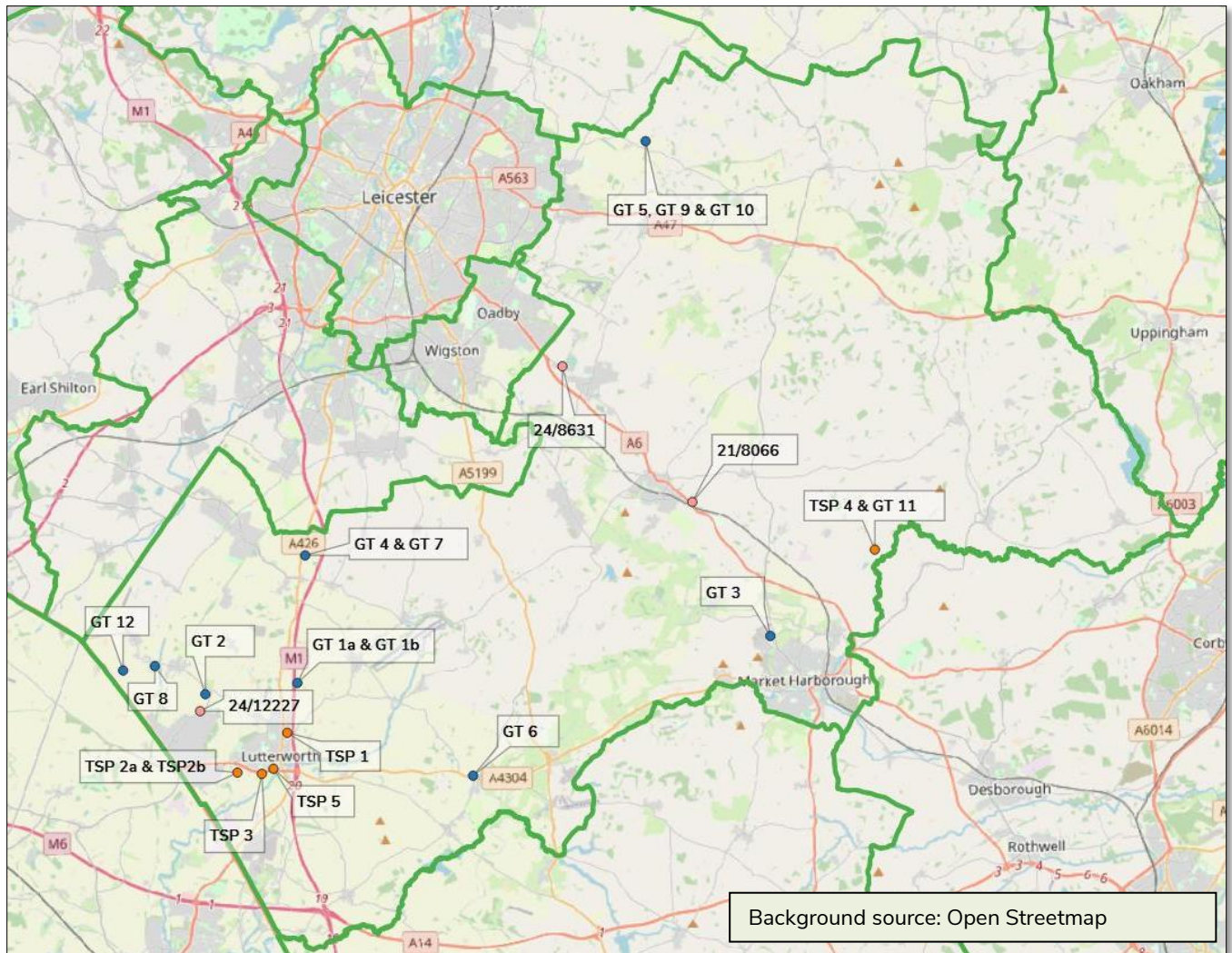
**5.2** The sites making up the initial long list were subject to a high-level selection exercise based on proximity to existing and planned residential areas, and site access.

**5.3** The second part of the Stage 1 sift was based on site availability. Attempts were made to contact SHELAA/BLR site owners/promoters in October 2024 asking whether they would make their site available (in part or in whole) for Gypsy/Traveller or Travelling Showpeople. Responses were received from many of site owners/promoters although 10 SHELAA/BLR sites that were considered as potentially suitable in the part 1 initial sift had no response to the availability question. This includes nine SHELAA sites and one Brownfield Land Register site. These 10 sites are not included in the sites being assessed further but remain important as they may be developable to meet Gypsy and Traveller or Travelling Showpeople need in the future, should other sites be delayed or not come forward. See Appendix C.



- 5.4 Based on the results of this initial high level sift and including the existing and allocated Gypsy and Traveller and Travelling Showpeople sites, 22 sites proceeded to the next stage of the assessment.
- 5.5 A map showing the distribution of the 22 sites subject to assessment is shown in Figure 5.1 and the sites are listed in table 5.2. The site reference numbers are either specific to this study (e.g. GT1, TSP1; or are SHELAA references (e.g. 24/12227).

Figure 5.1 Location of existing and potential sites for GT and TSP provision



**Table 5.2 sites being considered for assessment**

Ref	Name	Type of provision	Notes
21/8060	Land north east of Kibworth Harcourt, Kibworth	TSP	SHELAA site put forward for strategic mixed use development. Covers a large area of land to the north, east and south of Kibworth Harcourt. Some parts of the site could be brought forward for smaller scale development in advance of any potential future strategic development (in order to use existing access) and this site assessment focusses on these – particularly the area to the south eastern side of the settlement, on the north side of the A6/West Langton Road.
24/8631	Land south of Gartree Road (Edge of Oadby)	TSP	SHELAA site put forward for strategic mixed use development. Covers a large area of land between Great Glen and Oadby. Some parts of the site could be brought forward for smaller scale development in advance of any potential future strategic development (in order to use existing access) and this site assessment focusses on these – particularly the southern side of the site fronting London Road/east of Chestnut Drive.
24/12227	Mere Lane/Road Lutterworth	TSP	SHELAA site put forward for strategic employment development. Covers a large area of land between Magna Park and towards Ullesthorpe. Some parts of the site could be brought forward for smaller scale development in advance of any potential future strategic development (in order to use existing access) and this site assessment focusses on these – particularly the land to the west of Mere Lane, south of Mere Farm.
GT 1a	Travellers Site, Bonehams Lane, Gilmorton, Leicestershire, LE17 5PD	GT	Existing Gypsy and Traveller site
GT 1b	Travellers Site, Bonehams Lane, Gilmorton, Leicestershire, LE17 5PD	GT	Local Plan 2011-31 allocated (reserve) Gypsy and Traveller site but currently vacant
GT 2abc	Mere Farm, Mere Road, Bitteswell, Leicestershire, LE17 4LH	GT	Existing Gypsy and Traveller site
GT 3	Greenacres, Leicester Road, Market Harborough, LE16 7QT	GT	Existing Gypsy and Traveller site

## Harborough Gypsy & Traveller and Travelling Showpeople site assessment

Ref	Name	Type of provision	Notes
GT 4	Hill View, Lutterworth Road, Dunton Bassett, LE17 5LD	GT	Existing Gypsy and Traveller site
GT 5	Mayfield Stables, Snows Lane, Keyham, LE7 9JS	GT	Existing Gypsy and Traveller site
GT 6	Quarry Farm Stables, Lutterworth Road, North Kilworth, LE17 6HW	GT	Existing Gypsy and Traveller site
GT 7	Smithfields (formerly Dunton Barn), Lutterworth Road, Cosby, Leicester, LE17 5LD	GT	Local Plan 2011-31 allocated Gypsy and Traveller site and existing Gypsy and Traveller site
GT 8	Spinney View Farm, Main Road, Claybrooke Parva, LE17 5AE	GT/TSP	Local Plan 2011-31 allocated Gypsy and Traveller but currently vacant Gypsy and Traveller site
GT 9	Walkers Stables, Hungerton Lane, LE7 9JW	GT	Existing Gypsy and Traveller site
GT 10	Walkers Stables Expansion, Hungerton Lane, LE7 9JW	GT	Vacant Gypsy and Traveller site
GT 11	(Ponies View) Land at Bowden Lane, Bowden Lane, Welham, LE16 7UX	GT	Unauthorised Gypsy and Traveller site
GT 12	Wells Close Woodway Lane Claybrooke Parva	GT	Local Plan 2011-31 allocated Gypsy and Traveller site but currently vacant
TSP 1	Amusement Depot, Leicester Road, Lutterworth, LE17 4HD	TSP	Existing Travelling Showpeople site
TSP 2a	Fairacres Caravan Site, Lutterworth, LE17 4FA	TSP	Existing Travelling Showpeople site
TSP 2b	Stanley Way, Land adj. Fairacres, Leaders Farm, Coventry Road, Lutterworth, LE17 4FA	TSP	Existing Travelling Showpeople site
TSP 3	Golf Course Rise, Moorbarns Lane, Lutterworth, LE17 4QJ	TSP	Existing Travelling Showpeople site
TSP 4	Wild Meadow, Bowden Lane, Welham, LE16 7UX	TSP	Existing Travelling Showpeople site
TSP 5	Land at James Bond Caravan Park, Moorbarns Lane, Lutterworth, Leicestershire, LE17 4QJ	TSP	Certificate of Lawful Use or Development (CLUD) vacant Travelling Showpeople site and safeguarded in the Local Plan 2011-31

## Stage 2 showstoppers

**5.6** In Stage 2 assessment, a high level application of broad suitability criteria, including absolute constraints, together with any availability confirmation is undertaken. The matrix in table 5.2 shows those sites that have not passed one or more of these criteria. This is illustrated through the use of a traffic light system where red shows the criteria is not met, amber where there is uncertainty about whether criteria are capable of being satisfied, and green where criteria are satisfied.

**5.7** The full assessment proformas for Stage 2 are found in Appendix D. For a description of the criteria please see Appendix B.

**Table 5.3 Sites that did not pass Stage 2**

Site name	Availability	Flood risk	Access	Environment designation	Historic environment	Potential
GT 1a Bonehams Lane	✗	✓	✓	✓	✓	✗
GT 3 Greenacres	✗	✓	✓	✓	✓	✗
GT 4 Hill View	✗	✓	✓	✓	✓	✗
GT 5 Mayfield Stables,	✗	✓	✓	✓	✓	✗
GT 6 Quarry Farm	✗	✓	✓	✓	✓	✗
GT 9 Walkers Stables	✗	✓	✓	✓	✓	✗
GT11 Ponies View	✗	✗	✓	✓	✓	✗
TSP1 Amusement Depot	✗	✓	✓	✓	✓	✗
TSP 4 Wild Meadows	✗	✗	✓	✓	✓	✗

**5.8** Out of the 22 sites assessed, nine sites did not pass the Stage 2 assessment:

- GT 1A, GT 3, GT 4, GT 6, GT 9 and TSP1 are all existing permitted sites but with no capacity available to meet future needs
- GT 5 availability for Gypsy and Traveller uses is unclear due to an unclear planning history
- GT 11 is unauthorised (although subject to appeal) and is also subject to high flood risk

- TSP 4 is an existing permitted site with no capacity available to meet future needs, and subject to high flood risk

### Stage 3 (availability, suitability & achievability)

**5.9** Stage 3 of the assessment process identifies sites that may be potentially available, suitable and achievable.

**5.10** Table 5.3 below lists the 13 sites that pass Stage 3 for meeting the Gypsy and Traveller and/or Travelling Showpeople need identifies in the GTAA24. Details of the sites can be found in Appendix D. The table includes the potential capacity and the recommended approach to realising this capacity.

**Table 5.4 Stage 3 deliverable sites with capacity to meet need**

Ref	Name	Number of GT pitches	Number of TSP plots	Approach
21/8060	Land north east of Kibworth Harcourt, Kibworth	0	21	<b>Allocate</b> - estimated new capacity resulting from the provision of 3ha of land within a larger proposed site to the south eastern side of Kibworth Harcourt, on the north side of the A6/West Langton Road. This land may not be available if the larger surrounding area is not allocated as a Strategic Development Area.
24/8631	Land south of Gartree Road (Edge of Oadby)	0	36	<b>Allocate</b> - estimated new capacity resulting from the provision of c5ha of land (potentially on the southern side fronting London Road/east of Chestnut Drive of the proposed strategic allocation, subject to further design work).
24/12227	Mere Lane/Road Lutterworth	0	21	<b>Allocate</b> - estimated new capacity resulting from the provision of 3ha of land (east of Mere Lane and south of Mere Farm) within the larger potential strategic employment allocation north of Magna Park.
GT 1b	Travellers Site, Bonehams Lane	12	0	<b>Re-allocate</b> - estimated capacity that can be provided on the current Local Plan 2011-31 Gypsy and Traveller allocation through extending the existing site.
GT 2abc	Mere Farm	8	0	<b>Protect</b> - estimate of capacity through vacant pitches on the existing consented Gypsy and Traveller site.

Harborough Gypsy & Traveller and Travelling Showpeople site assessment

Ref	Name	Number of GT pitches	Number of TSP plots	Approach
GT 7	Smithfields (formerly Dunton Barn)	1	0	<b>Re-allocate</b> - estimated potential pitch that could be provided on the existing consented Gypsy and Traveller site. Permitted development is unclear, requires a re-allocation.
GT 8	Spinney View Farm	9	1	<b>Re-allocate</b> - estimated capacity through new pitches/plot and consented vacant pitches on the existing Gypsy and Traveller site. Allocation would also protect existing vacant pitches.
GT 10	Walkers Stables Expansion	5	0	<b>Protect</b> - estimated capacity through vacant pitches on the consented Gypsy and Traveller site.
GT 12	Wells Close Woodway Lane	3	0	<b>Allocate</b> - estimated capacity that can be provided on the current Local Plan 2011-31 Gypsy and Traveller safeguarded site.
TSP 2a	Fairacres Caravan Site	0	9	<b>Protect</b> - estimated capacity through vacant plots that could be provided on the consented existing Travelling Showpeople site.
TSP 2b	Stanley Way	0	6	<b>Protect</b> - estimated capacity through vacant plots that could be provided on the consented existing Travelling Showpeople site.
TSP 3	Golf Course Rise	0	7	<b>Protect</b> - estimated capacity through vacant plots that could be provided on the consented existing Travelling Showpeople site.
TSP 5	Land at James Bond Caravan Park	0	7	<b>Protect</b> - estimated consented plots on the unused CLUD Travelling Showpeople site.



## Capacity provided

**5.11** The capacity from these sites is estimated to total 38 Gypsy and Traveller pitches and 108 Travelling Showpeople plots if the Council were to take forward all the recommended allocations. **This exceeds the PPTS planning definition of need in the first five years identified in the GTAA24 and therefore meets the requirement for the Local Plan.** This also provides a buffer against non-delivery within the 1<sup>st</sup> five years as well as helping to meet the PPTS definition in full over the plan period and scope to address some of the undetermined need, should it arise in the future.

**Table 5.5 Gypsy and Traveller and Travelling Showpeople capacity to meet need**

Status	First 5 years pitch/plot requirement	Total pitch/plots need over Plan period
<b>Gypsy and Travellers</b>		
Need meeting PPTS 2023 planning definition	5	7
Undetermined	14	23
Total	19	30
Capacity identified	<b>38</b>	
<b>Travelling Showpeople</b>		
Need meeting PPTS 2023 planning definition	53	69
Undetermined	24	34
Total	77	103
Capacity identified	<b>108</b>	



## Chapter 6 Policy response

### Meeting the need

- 6.1 Through a process of assessing the opportunities to meet need within existing consents, for further provision within/adjacent to these sites, allocated sites, and through new sites, capacity has been identified to provide 38 Gypsy and Traveller pitches and 108 Travelling Showpeople plots. This exceeds the PPTS planning definition of need in the first five years identified in the GTAA24, and allows for some non-delivery as well as meeting some of the needs over the rest of the plan period.
- 6.2 The study has also identified nine SHELAA sites and one Brownfield Land Register site that may be suitable but there was no indication of availability for Gypsy and Traveller or Travelling Showpeople through the consultation process. These have not been included in the main assessment but could be considered as potentially developable in the future (see Appendix C).
- 6.3 It is also recommended that the Council acknowledge through local plan policy that other need arising from the GTAA24 not within the PPTS 2023 planning definition could be accommodated through allowing speculative applications subject to the criteria set out in this report.

### Delivery

- 6.4 The proposed locations for the pitches and plots to meet the GTAA24 need are on private land (with the exception of GT1b) and in terms of delivery can be considered as follows:
  - **'Oven ready'** - some of the need will be met on sites with the benefit of planning consent, (through vacancies and/or unimplemented permissions) which can be delivered to meet immediate needs as no permissions are needed and in most cases the sites are serviced and ready for occupation.
  - **'Intensification'** – where need will be met through additional capacity at existing sites, which may require planning permission but servicing in most cases will be already in place. This will cover additional provision within existing boundaries but can also include additional land take. (Re)allocation in the new local plan will provide a level of certainty to encourage these sites to come forward.
  - **'Public site delivery'** – The public sector has delivered a site in the past (Bonham's Lane) and the proposal is for an extension to this site which should be relatively straightforward, subject to securing funding and extending the existing management arrangements.
  - **'Provision on Strategic Development Areas'** – where sites suggested can be brought forward in advance of larger development proposals. Here, specific policies in the new local plan will assist in securing land for Travelling Showpeople use.
- 6.5 In terms of the land take and form of development generic and local templates showing sites of 6 and 5 pitches for Gypsy and Travellers; and 6 and 22 plots for Travelling Showpeople are set out in Appendix A. Some of the templates includes play space, open space, a community room/site

office, storage and suitable access and internal roads for movement of caravans and mobile homes, bathroom, storage, and social areas, space for caravans and vehicles and a mobile home. Sufficient distances are allowed between mobile homes and boundaries to meet fire regulations.

**6.6** In terms of delivery on the Strategic Development Areas it is recommended that the site selection criteria in Appendix B provides context for the location considerations for new provision, which can include:

- access to the highway network for larger vehicles (especially for Travelling Showpeople)
- locations that are relatively unobtrusive and less likely to attract the judgements of others (especially for Gypsy and Travellers)
- access to schools and other community facilities
- Travelling Showpeople housing has live/work characteristics and subject to other suitability considerations, locations near other employment uses may be appropriate

### **Policy approach**

**6.7** Existing supply is important in meeting current and future need and should continue to benefit from policy protection. The Council should include allocations and re-allocations in the local plan (as identified in table 5.3). Where these are part of potential larger strategic allocations then the areas should be identified in the relevant policy as well as in a separate use-specific policy in order to clarify the provision.

**6.8** The policies towards specific Gypsy and Traveller and Travelling Showpeople uses should include protection for existing sites, including those that offer potential additional capacity than currently realised.

**6.9** Whilst it is anticipated that the Council will meet its 'planning' needs through site allocations and existing permissions, it is considered that the council should also include positive policies towards provision of sites to meet currently unmet needs. These would apply to both the provision of any new public sites but also allow the Gypsy and Traveller and Travelling Showpeople communities to bring forward their own sites.

**6.10** In order to illustrate an approach to positive policies we have drafted text suggestions that both cover the role of existing sites and criteria for any new sites. However, it will be for the District Council to take forward their preferred allocations and policy in the new Local Plan.

**6.11** The following sets out the potential draft policies for the Harborough Local Plan:

**Policy xxx Provision for Travelling Showpeople**

1. The council will make provision for additional Traveling Showpeople plots to meet the accommodation needs of Travelling Showpeople in the district, as indicated in the most recent Gypsy and Traveller Accommodation Assessment.
2. The identified need will be met at established Showman yards, through existing permissions where there are vacant or unimplemented plots and through allocations at the following locations:
  - Land south of Gartree Road (as part of a strategic mixed use allocation) – up to 5 hectares
  - Land north of Magna Park (as part of a strategic employment land allocation) – up to 3 hectares
  - Land east of Kibworth – up to 3 hectares
  - Land at Spinney View (as part of Gypsy and Traveller allocation) – up to 1 plot
3. Offsite yards in lieu of the plots required on the strategic allocations will only be acceptable where all of the following criteria are met (as well as the criteria set out in Policy xxx 5. below):
  - a) the alternative site provides for at least the same quantity of provision as required by the relevant allocation policy;
  - b) the alternative site is considered as sustainable with regards to access to services when compared with the site allocation for which it is a substitute.
  - c) the site can be developed within the same timeframe (or faster) as the strategic allocation site being replaced; and
  - d) the site would meet the needs of the Showmen it is intended to accommodate.

4. If required need is not met through provision (at Policy xxx 2. above) then the council will support proposals for Travelling Showman plots in the following broad locations (subject to meeting criteria in Policy xxx 5 below):
  - a. In close proximity to strategic road network (A5, M1, A6 corridors) and
  - b. In order of preference
    - i. Brownfield sites
    - ii. Employment sites and allocations
    - iii. Greenfield sites adjacent to existing or proposed employment sites and allocations
5. If planning proposals for Travelling Showpeople plots/yards are received for sites other than those set out in relevant allocation policies, subject to according with other relevant policies in the Plan, they will only be permitted where:
  - a) the site is not located within an area of designated historic or environmental importance and will not compromise the objectives of any national or local designation, including Special Landscape Areas;
  - b) the site should avoid areas prone to fluvial, pluvial or surface water flooding, and exclude areas with a 1 in 100 or greater annual probability of flooding;
  - c) the site will not be located on unstable or contaminated land that cannot be mitigated;
  - d) the site will have safe access to the highway and avoid significant impact on minor rural roads;
  - e) the site will be in a sustainable location in reasonable proximity to a 'small village' or above in the settlement hierarchy
  - f) the location of the site will not result in unacceptable environmental impacts on the amenity of future occupiers of the site;
  - g) development would not result in unacceptable harm to landscape character, result in the loss or harm to existing important landscape features.
  - h) the site will have a good residential environment and be of good quality layout and design incorporating appropriate landscaping, security, utilities and facilities, and be acceptable in terms of foul and surface water drainage and waste storage and disposal;
  - i) the site will not have an unacceptable adverse impact on existing neighbouring residential amenity, including noise from any commercial activities; and
  - j) arrangements are put in place to ensure the proper management of the site to seek to ensure community cohesion between the settled and traveller communities.
6. Planning permission will not be granted for the replacement of lawful Travelling Showpeople sites by permanent dwellings or other uses unless it can be clearly demonstrated to the satisfaction of the local planning authority that there is no genuine need or likely future need for Travelling Showpeople sites in the locality and other planning policy requirements are met.

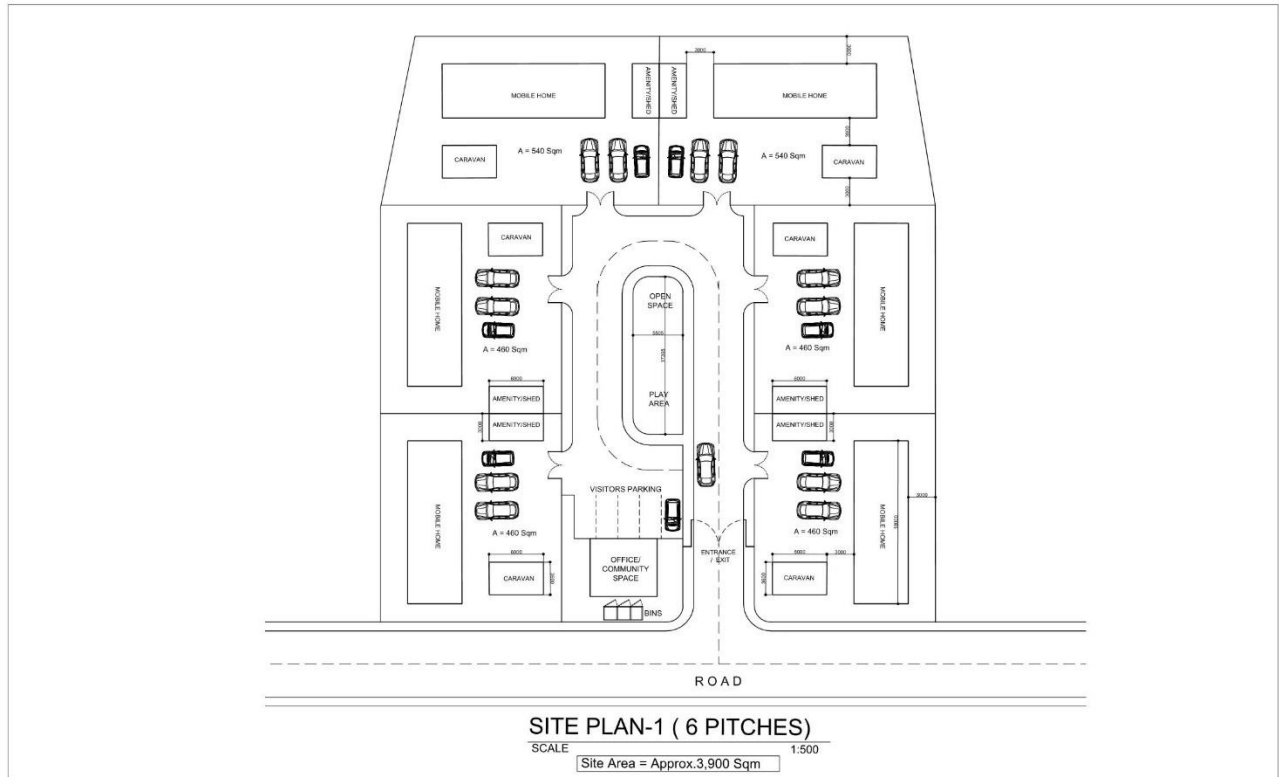
In addition to the site allocations within this Local Plan, in the event of any non-allocated housing sites coming forward for development, accommodation for Travelling Showpeople should be provided on development sites of c500 homes or more whilst there remains an identified need in the district. Plots should be provided at a ratio of 1 plot per 50 dwellings.

### **Policy xxx Provision for Gypsy and Traveller**

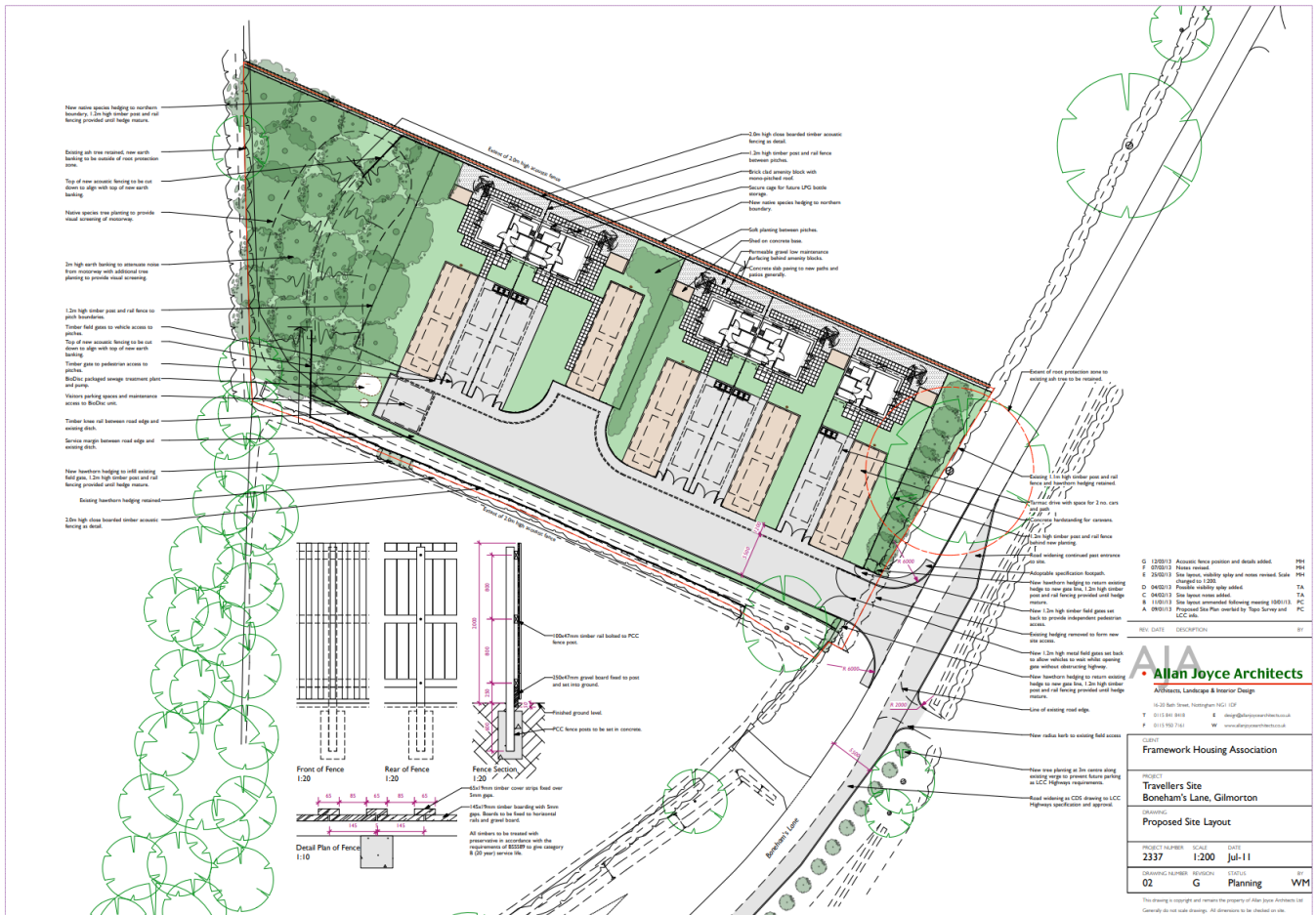
1. The council will make provision for additional Gypsy and Traveller pitches to meet their accommodation needs in the district, as indicated in the most recent Gypsy and Traveller Accommodation Assessment.
2. The identified need will be met at established Gypsy and Traveller sites, through existing permissions where there are vacant or unimplemented plots and through new or continued allocations (in addition to existing Gypsy and Traveller consents) at the following locations:
  - Bonehams Lane – 12 pitches
  - Wells Close, Woodway Lane – 3 pitches
  - Land at Spinney View – 6 pitches
  - Smithfields – 1 pitch
3. If planning proposals for Gypsy and Traveller pitches are received for sites other than those set out in relevant allocation policies, subject to according with other relevant policies in the Plan, they will only be permitted where:
  - a) the site is not located within an area of designated historic or environmental importance and will not compromise the objectives of any national or local designation, including Special Landscape Areas;
  - b) the site should avoid areas prone to fluvial, pluvial or surface water flooding, and exclude areas with a 1 in 100 or greater annual probability of flooding;
  - c) the site will not be located on unstable or contaminated land that cannot be mitigated;
  - d) the site will have safe access to the highway and avoid significant impact on minor rural roads;
  - e) the site will be in a sustainable location in reasonable proximity to a 'small village' or above in the settlement hierarchy
  - f) the location of the site will not result in unacceptable environmental impacts on the amenity of future occupiers of the site;
  - g) development would not result in unacceptable harm to landscape character, result in the loss or harm to existing important landscape features.
  - h) the site will have a good residential environment and be of good quality layout and design incorporating appropriate landscaping, security, utilities and facilities, and be acceptable in terms of foul and surface water drainage and waste storage and disposal;
  - i) the site will not have an unacceptable adverse impact on existing neighbouring residential amenity, including noise from any commercial activities; and
  - j) arrangements are put in place to ensure the proper management of the site to seek to ensure community cohesion between the settled and traveller communities.
4. Planning permission will not be granted for the replacement of lawful Gypsy and Traveller sites by permanent dwellings or other uses unless it can be clearly demonstrated to the satisfaction of the local planning authority that there is no genuine need or likely future need for Gypsy and Traveller sites in the locality and other planning policy requirements are met.
5. In addition to the site allocations within this Local Plan, in the event of any non-allocated housing sites coming forward for development, accommodation for Gypsy and Travellers should be provided on development sites of c500 homes or more whilst there remains an

# Appendix A Template sites

A sample template Gypsy and Traveller site for 6 pitches. The individual pitches are between 540 sq m to 640 sq m, while the overall site area of 3,900 sq m is equivalent to 650 sq m per pitch.



The Gypsy and Traveller site at Bonehams Lane has a gross area of 0.3279ha, equivalent to 0.0655ha/gross pitch. This figure of 0.0655ha per pitch is used to estimate the land required to accommodate the need for additional Gypsy and Traveller pitches.



### Traveling Showpeople site guidance

The Showman's Guild of Great Britain Best Practice Advice 2008 indicates that as a rule of thumb, 0.2 ha is sufficient to accommodate a Travelling Showpeople extended family with up to five caravans and accompanying vehicles and equipment. This advice assumes that the older members of the family will not have equipment and that younger members of the family may have less equipment than the established showmen.

Since that advice has been published, consultation with support agencies and other professionals indicates that the equipment storage and maintenance needs of Travelling Showpeople has evolved, with some larger and more sophisticated equipment now being stored off site (perhaps as part of leasing arrangements), while other Travelling Showpeople have diversified into outdoor and event catering, which involves less bulky equipment than might have been expected in the past.

Locally, the Travelling Showpeople yards at Golfcourse Rise, Moorbarn Lane in Lutterworth is a relatively recent Travelling Showpeople facility, consented in 2017 (18 plots) and 2019 (4 plots). The



application drawings set out an average gross size equivalent to 0.14ha per plot (net 0.093ha/plot), which is smaller than the 0.2ha per plot suggested in the guidance, and reflects the reduced space now generally needed by Travelling Showpeople. This figure of 0.14ha per plot is used to estimate the land required to accommodate the need for additional Travelling Showpeople plots.

Recent advice notes published by other local authorities (e.g. Chelmsford City Council Travelling Showperson Sites Planning Advice Note January 2024) also refers to the 0.2 ha per plot, and provides some illustrative layouts:

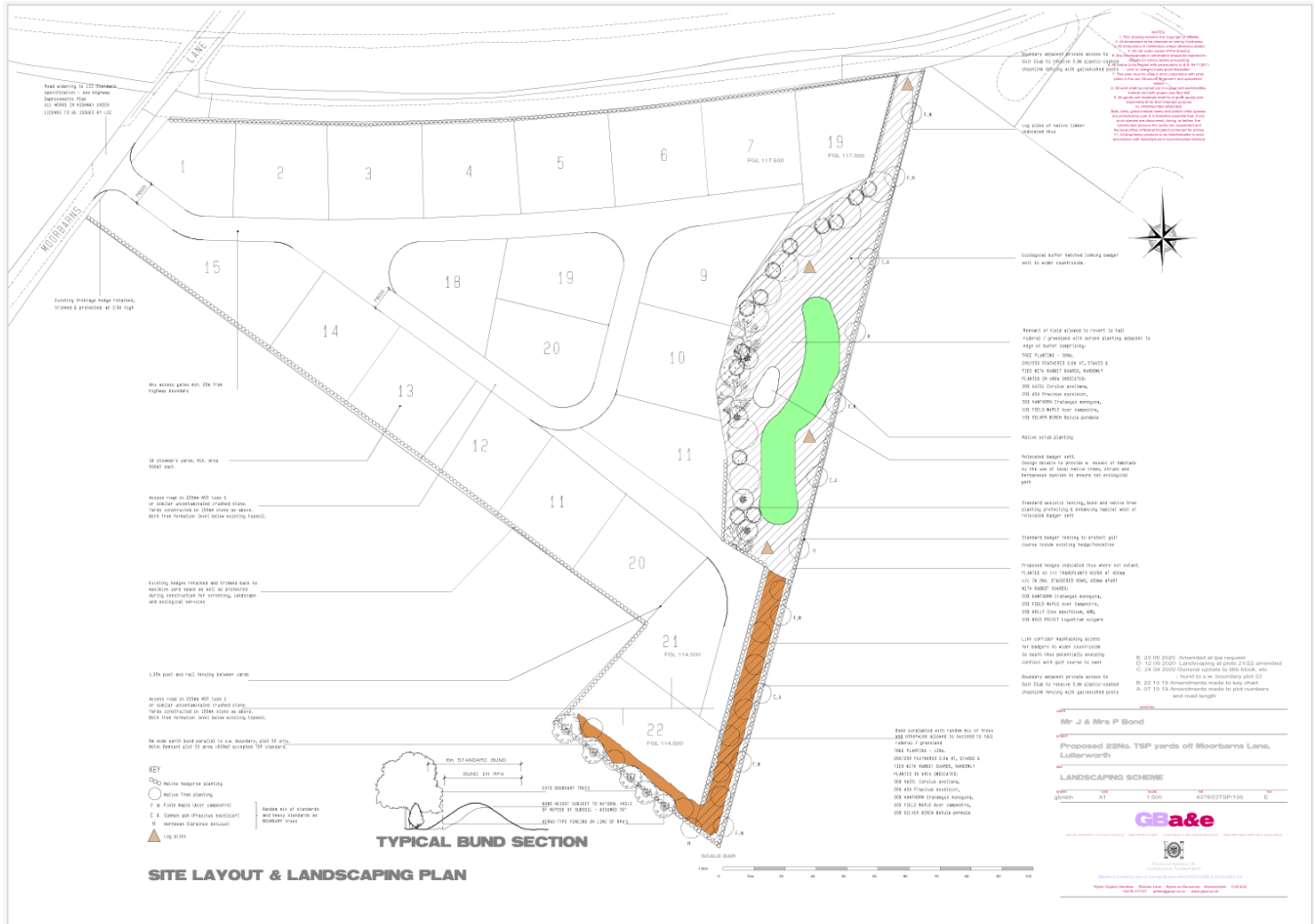
Illustrative site layout - Chelmsford City Council Travelling Showperson Sites Planning Advice Note January 2024



Image credit: Chelmsford City Council



The layout of the TSP yard at Golfview Rise is set out below.



## Appendix B Criteria description

### Stage 1 criteria that would exclude a site during the initial high level sift

Criterion	Description	Outcome
Location	Proximity to the settled community as well as access to settlements that provide or may have links to provision of services.	Site is dismissed at stage 1 if it is significantly adjacent to existing or planned residential areas; or totally separate at some distance from a settlement.
Site access	Immediate site access and access for larger vehicles to the strategic highway network.	Site is dismissed if access is required through housing areas on a residential road, or access is reliant on a future residential development proposal.

### Stage 2 criteria that would exclude a site from further consideration

Criterion	Description	Outcome
Availability	The owner has confirmed, or it has been indicated that the site is not available within the next 5 years or within the plan period. Includes availability for new provision either through vacancy, intensification or extension.	Site is dismissed at stage 2 if not available within 5 years (deliverable) or within the plan period (developable). If ownership is unclear, then site can be further considered at stage 3. Site is dismissed if there is no available capacity.
Floodrisk	Proportion of the site within flood zone 1. Note if the majority (i.e. not sufficient space to bring forward the minimum plot requirement or flood risk	Site (majority) is within flood zone 2, 3a or 3b then it is dismissed at stage 2.

	is across a key access point) in zone 2, 3a or 3b.	
Access	<p>Access to the site from the public road network is either not possible or highly unlikely due to ownership constraints through 3rd party land or would require unreasonably extensive works e.g. substantial new road.</p> <p>Sites for Travelling Showpeople need site access for larger vehicles and equipment, as well as access to the strategic highway network.</p>	Site is dismissed at stage 2 if access is clearly not possible or clearly unviable. If access unclear, then this can be further considered at stage 3.
(National) environmental designations	The site is covered by an (inter)national designation i.e. Special Protection Area, Special Area of Conservation, RAMSAR Site, Site of Special Scientific Interest, National Nature Reserve and other Biodiversity designations	If the majority of the site (see flood risk for definition of majority) is covered by such a designation, then it is dismissed at stage 2. Other designations, planning or otherwise are not considered as a 'showstoppers' as these can be considered through local plan review and are therefore a discussion at stage 3.
Historic environment	The site either has historic designations on site or is within a zone of influence of such a designation such as a Scheduled Monument, Grade 1 or Grade 2*/2 Listed Building or a Grade 1 or Grade 2*/2 Registered Park and Garden	If development is likely to result in substantial harm, then site should be dismissed at stage 2. If substantial harm is not clear and obvious then site should be further considered at stage 3.
<b>Stage 2 Conclusion</b>	<b>Site is either excluded/included or, on a larger site, includes best prospect location within larger site area. Conclusion also indicates proposed use (Gypsy &amp; Traveller/Travelling Showpeople).</b>	

### Stage 3 criteria

Criterion	Description	Outcome
Availability in next 5yrs	SHELAA site owners/promoters have already indicated which sites are potentially available but further information will be sought on timeframe for site release and any competing uses or potential future policy priorities for the location that may need to be considered.	The requirement is to identify sites and allocate with a realistic prospect of delivery within 5yrs to meet the associated need. Need beyond 5yrs would also preferably be allocated but do not have to show they can be delivered but that they could be developable in the longer term.
Other uses	Where a potential site is identified for other potential uses such as those from an emerging plan, these should be noted and considered within this section.	The potential role and impact of alternative uses should lead to a planning judgement as to whether (or not) the site should still be considered as available for use as a gypsy and traveller site within 5yrs.
Planning history	A factual commentary on any relevant planning history, such as previous consideration for a gypsy and traveller site or any similar uses or extant permissions for alternative uses	If there is no relevant planning history suggesting alternative uses or rejecting a gypsy and traveller site then it is likely that the site could potential come forward.
Suitability	Each site will be assessed against the criteria which cover policy requirements, physical constraints and potential impacts, as well as cross-cutting suitability consideration based on local and other consultation and research. Suitability will vary between Gypsy & Traveller and Travelling Showpeople. Scale is also important as suitability	For the criteria a judgement is made as to whether the site is suitable or could be made suitable subject to mitigation and within the required timescale (i.e.5 years).

	<b>assessments for smaller sites may be different.</b>	
Landform	The site shape and topography are important considerations. Ideally a newly planned Gypsy & Traveller site could be a horseshoe shape, but as long as there is sufficient space for an access road to service individual plots and land for buffers to neighbouring uses then a variety of layouts could be utilised. A Travelling Showpeople site needs additional space suitable for larger vehicles and equipment maintenance/storage. Land should be relatively level without the need for extensive land remodelling as whilst this could be technically feasible it is unlikely to be cost effective.	Sites that are relatively level and capable of accommodating a reasonable layout should be considered as suitable.
Land use and amenity within site and surroundings	The context of the site is an important consideration, particularly for the Gypsy & Traveller community. The preference as indicated in the local consultation and from other consultation work elsewhere is not to be in close proximity to the settled community, and that there is a preference for privacy. Locations that implied a sense of monitoring from the settled community would not be favoured – for example a site that is accessed directly from main roads or via a commercial area was considered preferable over a site that would require a journey through a denser residential area. Prominence, especially in relation to access and proximity to a residential area, of the potential site is also a consideration - the travelling community indicated that less prominent sites were more conducive to the traveller culture.	Sites within or adjacent to large areas of open space/countryside or (former) employment or transport areas are considered suitable subject to any health and safety concerns. Sites without overlooking issues (or overlooking that can be reasonably mitigated). Sites in proximity to residential areas should have sufficient buffers to prove a sense of separation to be considered suitable.

	<p>Employment areas are favoured as long as the uses are not posing any clear health and safety risks.</p> <p>Existing uses that are valued by the local community are not favoured sites for Gypsy &amp; Traveller use</p>	
Noise	<p>An indication of any clear noise issues should be noted. A recommendation on mitigation and/or further investigation should be included if appropriate.</p>	<p>Sites with no clear noise issues should be considered suitable. Where noise issues do arise these are not necessarily 'show stoppers' as mitigation or local enforcement could mean the sites are still suitable.</p>
Urban and rural character	<p>This is to help the broad consideration as to whether the wider surrounding areas is a suitable location for a Gypsy &amp; Traveller or Travelling Showpeople site. Factors to be considered could include place making principles and fit with the built-up area boundaries.</p>	<p>The majority of sites would be considered suitable in regard to this criteria but if development in this location is clearly incongruous then the site may be considered unsuitable.</p>
Accessibility / proximity to existing facilities	<p>As a starting principle sites should be located in sustainable locations with good access to local services and facilities as a broad planning aim. However, it is acknowledged that culturally, travelling communities may be prepared to travel further than settled communities to access services.</p>	<p>Sites within a short drive time of settlements classified as small villages or above in the 2023 Settlement Hierarchy Assessment will generally be considered suitable.</p>
Rights of Way	<p>Many of the sites will have adjacent rights of way, in respect of adjacent roads. There is also potential for footpaths and cycleways etc through the site or on boundaries or in close proximity. The consideration is whether use of these rights of way cause overlooking or enclosure issues in terms of the site and the route.</p>	<p>Where there are no clear issues with rights of way the site should be considered suitable. If there could be issues, then mitigation measures should be considered. If these are unlikely to provide an obvious solution then suitability will need to be questioned.</p>

Nature and condition of site boundaries	Some sites will already have clear boundaries, others may need upgrading or in some circumstances introduced.	The majority of sites are likely to be suitable in this regard as boundaries can be created or upgraded if not in place. The exception maybe larger open areas, where a boundary could be incongruous within the wider area and not appropriate and therefore the site unlikely to be suitable.
<b>Achievability</b>	<b>Need to identify potential policy/site constraints needing to be rectified which may affect viability and any potential alternative uses likely to affect deliverability.</b>	<b>Site will need to be available, suitable and deliverable within 5yrs to be achievable (green). Where sites are partially available or suitable with opportunities to address issues then they can still be considered developable (yellow) within the plan period and could be allocated to meet longer terms needs beyond 5 yrs.</b>
Site size	The needs assessment identifies a need for 5 Gypsy and traveller pitches and 53 Travelling Showpeople pitches within the first 5yrs.	Site(s) will need to be a sufficient size to meet the minimum needs requirement for the first five to be considered achievable.
Notable features that may be affected by development (such as trees, streams, historic environment)	Any 'features' should be noted with an indication as to whether they may cause any issues that could impact on delivery.	Sites will be considered achievable whether there are no features or where these can be easily removed or mitigated through design.
Achievability with realistic prospect of delivery	This is a summary and a drawing together of any availability and suitability considerations that impact on the delivery and thus achievability of the site.	Potential sites that are clearly available and suitable, where mitigation or further investigation can be easily considered should be identified as achievable (green) within the verdict. Where there is still a

		<p>prospect but some uncertainty then this should be still developable for the longer term (amber). Sites with issues that are unlikely to be resolved should not be considered further (red).</p>
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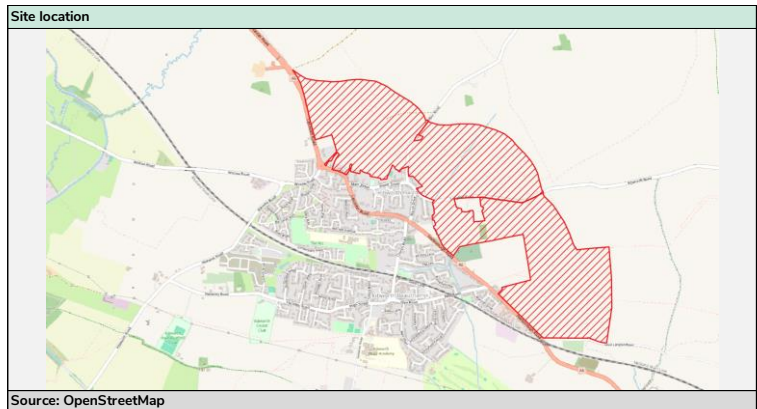
## Appendix C Stage 1 initial sift availability unknown

- i. Within the Stage 1 initial high level sift, there was a set of sites that may be suitable but there was no indication of availability provided by site owners for Gypsy and Traveller or Travelling Showpeople at the time of writing. This includes nine SHELAA sites and one Brownfield Land Register site. These sites are listed below.

Site source and reference	Location	Name
Brownfield land register BLR/1006	Great Easton	Old Station Yard, Rockingham Road
SHELAA 21/8124	Market Harborough	Land adjacent to Bowden Business Village
SHELAA 21/8130	Medbourne	Land at Hallaton Road
SHELAA 21/8136	Lutterworth	Land off Moorbarns Lane
SHELAA 21/8149	Kibworth	Land off Fleckney Road/Warwick Road
SHELAA 21/8196	Scraptoft	Land north of Covert Lane (West), Scraptoft
SHELAA 21/8199	Kibworth	Land off Carlton Road, Kibworth
SHELAA 24/10433	Lutterworth	Land south of A4303
SHELAA 24/12214	Scraptoft	Land south of Covert Lane, Scraptoft

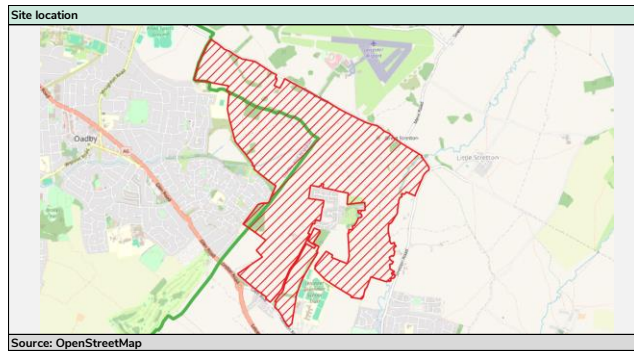
## Appendix D Detailed site assessments

Site details	
Site Number	21/8060
Site Name	Land north east of Kibworth
Address	Large urban extension north east of Kibworth
Nearest settlement	Kibworth
Zone	Central
Ownership	Private
Source	SHELAA
Proposed Use	Mixed use with GT
Site Size (Gross ha)	165.25 hectares
Additional land (ha)	Not applicable
% Developable	
Description	Land north east of Kibworth is a large site that surrounds the Kibworth on its north and eastern edge. The site is mainly comprised of green fields.
Potential Capacity	21



Stage 2: Site assessment	
Availability	The site is understood to be available for GT or TSP use as part of a wider Strategic Development Area mixed use development including residential uses. However, given need is greater for TSP plots, it is considered, given the size of the area, that this site offers a better opportunity for meeting that need.
Flood Risk	A small area of land within Flood Zone 3 is located at the northern most tip and at the very southern edge. The remainder and the vast majority of the site is within Flood Zone 1. Development can be located away from the areas of Flood Zone 3 and therefore flooding is not considered to be a concern.
Access	The large size of the site means multiple areas may be available as development parcels and the road network provides opportunities for access from existing roads. The A6 (Leicester Rd) is the main point of access to the north and the south of the site. Parcels in the middle of the site are accessed via secondary roads (e.g. Main St, Albert St) which are narrower, with parked cars, which would be more difficult for larger vehicles to navigate.
Environmental designations	The site includes small parcels of land designated as 'Priority Habitat Inventory Deciduous Woodland' and 'National Forest Inventory' though these are not substantial and development could take place away from these sections.
Historic Environment	There are several Grade II and II* listed buildings throughout Kibworth but these are unlikely to impact on the preferred development area.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore site should be taken forward to Stage 2
Proposed use	The site was submitted as a Strategic Development Area and is understood to be available predominantly for residential which could include some plots/pitches available for either GT or TSP uses, although TSP uses are preferred given the size of site and limited opportunities to provide elsewhere.
Section of the site within consideration in Stage 3	A site visit concluded that the most appropriate location for TSP development within the wider proposed SDA might be towards the south of the site given the existing road network and employment uses and relationship with the rest of the settlement.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	The wider site is being promoted by the site owners for a mixed urban extension of Kibworth. GT or TSP uses could form part of this wider proposal or as a stand alone development subject to suitable access from existing network.
Planning History	Majority of the site is in agricultural use with limited recent planning history other than promotion through a local plan process.
Suitability	
Landform	The northern part of the site at Langton Road Land falls within parcel (KH4) which has been assessed in the HDLCA as having a Moderate-High sensitivity to employment development. This location also abuts a small part of the Kibworth Conservation Area and comprises undulating/sloping farmland falling towards Langton Road which contributes to the northern setting and integration of this edge of the village. A separate TSP development in this location is likely to cause significant harm to the setting of this part of the settlement and be difficult to integrate successfully in this location and is therefore not recommended. The area to the north of the A6/West Langton Road comprises an area of broadly level farmland that rises gently northwards (also part of KH4). It is notable that there is no significant development north/north of these roads, the south eastern part of the village being confined to the area between the southern side of the A6 and railway (on embankment). Commercial land uses predominate in the south eastern end of the village. The landscape becomes distinctly rural to the east and north of West Langton Road and provides a semi-open setting to this part of the village, although the western part adjoining the A6 has a closer affinity with the built up area and A6 and may be possible to accommodate a TSP site within part of the field north east of Harborough Road/north of West Langton Road. However, this should be guided by detailed landscape assessment. Any development here will require significant mitigation in the form of generous planting to enclose and assimilate the development within the landscape and minimise harm. Until such time as the site becomes integrated it is likely to be appear as a noticeable encroachment beyond the currently well-defined limit of the settlement; most of the village's open relationship with the landscape north east of the A6 would remain.
Land use and amenity within site and surroundings	The majority of the site is greenfield in agricultural use and divided by hedgerows and trees. The preferred area to the south site would be adjacent to exiting employment uses to the south of the A6 and in close proximity to the railway line (on embankment).
Noise issues	Noise impacts were not particularly significant during the site visit at the southern section of the site. Whilst the A6 is a busy road, it does already have residential and employment uses either side and any new TSP site could be designed to mitigate any noise issues.
Urban and rural character	The village of Kibworth has an urban character of historic redbrick buildings, particularly on Main St near the centre of the site. However around the preferred area this dissipates as the A6 leaves the village, with more sporadic development of a rural character to the north of the A6 and employment uses to the south.
Accessibility / proximity to existing facilities	The site adjoins Kibworth, defined as a 'Large Village' in the Harborough District Council Settlement Hierarchy Assessment (October 2023)
Rights of Way	In the preferred area for potential TSP provision there are no known rights of way other than the A6 (which has a pavement along most of it in this area) and West Langton Road.
Nature and condition of site boundaries	Whilst a broad area has been recommended the precise location is not currently known, and it is therefore probable that there would be a requirement to establish proper boundaries for a potential site as set out in the 'Landform' section.
Achievability	
Site size / future capacity	Subject to suitable access and landscape mitigation it is considered that around 3 hectares could be made available for TSP use, which could accommodate around 21 plots
Notable features that may be affected by development	There are various trees and hedgerows across the preferred area boundaries. These will need to be reinforced and upgraded as per the recommendations set out in the 'landform' section.
Achievability with realistic prospect of delivery	The preferred areas in the south of the site adjacent to the A6 could be brought forward within the first five years of the plan either as a standalone development or as part of a wider mixed use urban extension, subject to continuing support from the land owner to bring forward such a use.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

Site details	
Site Number	24/8631
Site Name	Land south of Gartree Road (Edge of Oadby)
Address	Edge of Oadby, LE2 4QR
Nearest main settlement	Oadby
Zone	Central
Ownership	Private
Source	SHELAA
Proposed Use	Mixed use with TSP/GT
Site Size (Gross ha)	377.15 hectares
Additional land (ha)	Not applicable
% Developable	
Description	Land south of Gartree Road is a large site to the west of Oadby, and around the small hamlet of Stretton Hall. The site is mainly comprised of green fields.
Potential Capacity	36



Stage 2: Site assessment	
Availability	The site is understood to be available for GT or TSP use as part of a wider mixed use development including residential uses. However, given need is greater for TSP plots, it is considered, given the size of the area, that this site offers a better opportunity for meeting that need.
Flood Risk	A small area of land within Flood Zone 3 is located on its eastern boundary. The remainder, and the vast majority of the site is within Flood Zone 1. Development can be located away from the area of Flood Zone 3 and therefore flooding is not considered to be a concern.
Access	The large size of the site means multiple areas available as development parcels and the road network provides opportunities for access from existing roads. Locating development towards the south of the site, with access onto the A6 (Leicester Rd) or London Rd would be preferable in terms of ease of access and potential for early delivery.
Environmental designations	The site includes small parcels of land designated as 'Priority Habitat Inventory Deciduous Woodland' and 'National Forest Inventory' though these are not substantial and development could take place away from these sections.
Historic Environment	There are several Grade II and II* listed buildings in close proximity to the site; notably on the approach to Leicester Grammar School at the south of the site, in the hamlet of Stretton Hall, and in the village of Stretton at the north eastern edge of the site. A portion of the site at its north eastern edge - south of Gartree Rd, is designated as a 'Scheduled Monuments' site. Further work may be required as part of the masterplanning process to mitigate any impact.

Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore site should be taken forward to Stage 2
Proposed use	The site is understood to be available as a mixed use site which could include some plots/pitches available for either GT or TSP uses, although TSP uses are preferred given the size of site and limited opportunities to provide elsewhere in the district.
Section of the site within consideration in Stage 3	The site is large, and there are several locations whereby development could take place. Whilst the site will be masterplanned, in order to meet demand in the first 5 years of the plan it is considered that areas adjacent to the existing road network (London Road or Gartree Road) offer the most suitable locations for TSP development. In particular the parcel of land at its most southern edge; adjacent to Chestnut Drive on its west, London Rd at its south, Leicester Grammar School at its east and further fields at its northern edge.

Stage 3: Further criteria assessment	
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Availability in next 5 years	
Other uses	The wider site is being promoted by the site owners for a mixed urban extension of Oadby. GT or TSP uses could form part of this wider proposal or as a stand alone development subject to suitable access from existing network.
Planning History	In respect of preferred location, the land to the east of Chesnut Drive has been put forward for sports pitches, extra care housing and bungalows (19/00862), though this application was withdrawn. The site is now part of a larger mixed use development being put forward through the local plan process.

Suitability	
Landform	The Council's Landscape Sensitivity Assessment evaluates the area around Great Glen, concluding that the south western/western periphery of the settlement (parcels GN1 and GN1 north) are of Low-Moderate Sensitivity to residential development and Moderate sensitivity to employment development.  The northern part is a generally semi open and quite exposed landscape with a varied, gently rolling topography, with a large to medium scale field pattern. A TSP site in this area is likely to be prominent, particularly in the short/medium term assuming the development of the allocation site takes place. The topography of the eastern part is influenced by watercourses, notably the River Sence which is prone to flooding (Zones 2 and 3) and makes the part accessible from the junction of Gartree Road and Stretton Road unsuitable (as well as it being the rural edge of the allocation site). The Vision for the site also identifies the river valley as a key green infrastructure corridor, creating a buffer to the outlying countryside.  The southern side of the site fronting London Road appears to offer the most scope for a TSP site. Land west of Chestnut Drive is likely to form the access from the A6 and 'gateway' into the allocation site. The HDLCA identifies the land fronting London Road as unsuitable for development. Out of the frontage land, the field east of Chestnut Drive offers the best scope to accommodate a site, being well contained on three sides by woodland/tree belts and the buildings of the adjoining school. Commercial development (Premier Inn and PH) lies opposite on the southern side of the road. The A6 frontage is open to view and locally apparent in the immediate approach from the east. Careful treatment, including strategic planting would be required to contain the site along the southern and eastern boundaries in particular. It is acknowledged that wider masterplanning may also identify other locations within the proposed SDA allocation.

Land use and amenity within site and surroundings	The preferred site is predominantly greenfield in agricultural use. It is bound on its western and southern edges by the existing road network (Chestnut Drive and London Rd respectively). Leicester Grammar School and several associated playing pitches are on its eastern boundary and there are further fields to the north of the site. There is a small cluster of residential streets across London Road to the south of the site, and also a Premier Inn. The prevailing character is therefore mixed.  There is a residential property in the south-western most corner of the site which may need design consideration in order to mitigate overlooking and amenity impacts, though there is a treeline in this location that could also be of use. The residential units immediately south of the site, across London Road, may also require some consideration. However, since these are predominantly 2 or 3 storey, and separated by road, then this impact is likely to be less.
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Noise issues	The overall proposed SDA is a large site in a semi rural context. The suggested location within the proposed SDA is near the A6 (Leicester Rd) and adjacent to the school and it is not considered to be particularly noisy. The site size would allow for buffers to mitigate against any concern.
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Urban and rural character	There are no concerns regarding the rural character. There is also sufficient (potential to improve) screening from London Rd and Chestnut Rd to maintain the current setting.
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Accessibility / proximity to existing facilities	The site is less than a 1 mile west of Great Glen, defined in as a 'Large Village' in the Harborough District Council Settlement Hierarchy Assessment (October 2023). The wider site also adjoins Oadby, a large town in the borough of Oadby & Wigston.
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Rights of Way	There are no rights of way within or across the preferred location within the SDA. Chestnut Drive and London Road border the southern and western boundaries of the site.
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Nature and condition of site boundaries	The site has hedgerows delineating it from the wider area. Careful treatment, including strategic planting would be required to contain the site along the southern and eastern boundaries in particular. There is also a residential property at its southern-west corner which would need consideration should development be located in this location.
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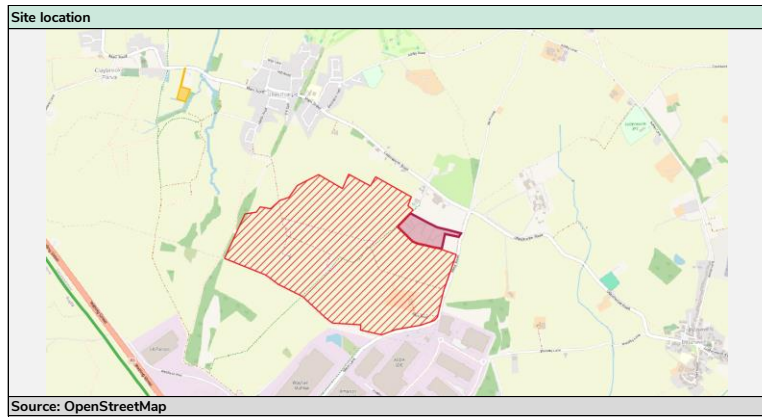
Achievability	
Site size / future capacity	Subject to suitable access and landscape mitigation it is considered that around 5 hectares could be made available for TSP use, which could accommodate around 36 plots

Notable features that may be affected by development	There are various trees and hedgerows across the preferred area boundaries. These will need to be reinforced and upgraded as per the recommendations set out in the 'landform' section.
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Achievability with realistic prospect of delivery	The preferred area adjacent to London Road in the south of the site could be brought forward within the first five years of the plan either as a standalone development or as part of a wider mixed use urban extension.
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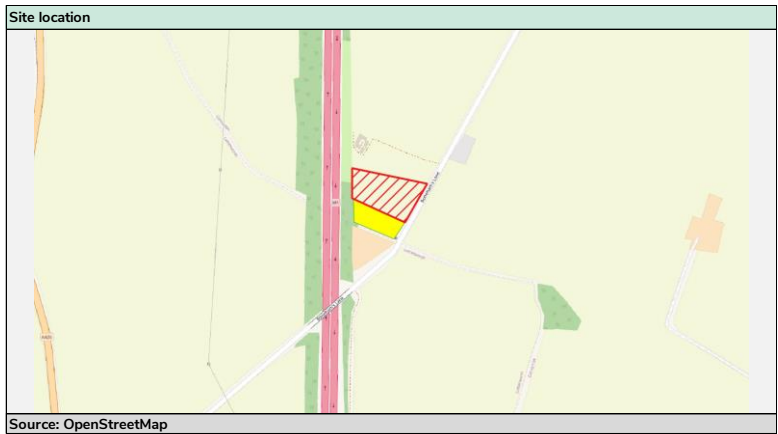
Verdict	<b>Yes - available, suitable &amp; achievable</b>
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<b>Site details</b>	
Site Number	24/12227
Site Name	Mere Lane/Rd Lutterworth
Address	Mere Lane/Road Lutterworth
Nearest main Zone	Lutterworth West
Ownership	Private
Source	SHELAA
Proposed Use	Mixed use with TSP
Site Size (Gross ha)	121.17 hectares
Additional land (ha)	Not applicable
% Developable	
Description	This is a large greenfield site adjacent to Magna Park and being prompted for predominantly strategic B8 employment use. The site also bounds GT2 Mere Farm Gypsy and Traveller site.
Potential Capacity	21



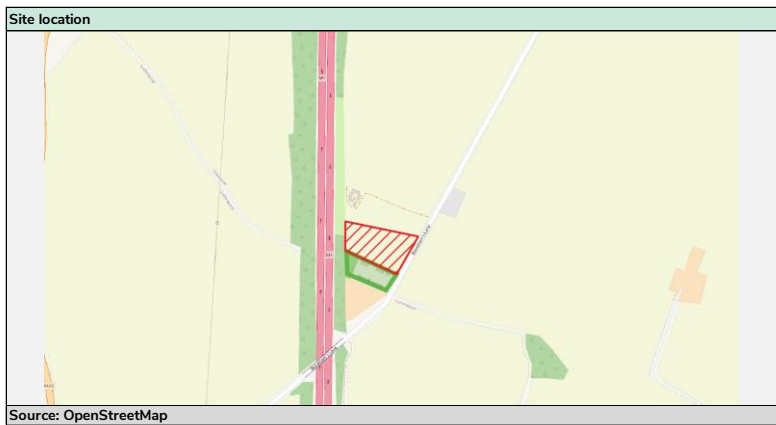
<b>Stage 2: Site assessment</b>	
Availability	The site is understood to be available for GT or TSP use as part of a wider employment development. However, given need is greater for TSP plots, it is considered, given the size of the area, that this site offers a better opportunity for meeting that need.
Flood Risk	Site is in Flood Zone 1 and therefore has a low probability of flooding.
Access	There is current access to the site via Mere Lane.
Environmental designations	The redline boundary on its western and southern edge meets areas designated as 'Priority Habitat Inventory Deciduous Woodland' and 'National Forest Inventory' though these are not substantial and development could comfortably be located away from these areas.
Historic Environment	There are no known impacts from historic designations or monuments.
<b>Stage 2 conclusion</b>	
Conclusion	There are no known absolute constraints and therefore site should be taken forward to Stage 2
Proposed use	The site is understood to be available predominantly for employment uses which could include some plots/pitches available for either GT or TSP uses, although TSP uses are preferred given the size of site and limited opportunities to provide elsewhere.
Section of the site within consideration in Stage 3	The site is large, and there are several locations whereby development could be feasible. Plots to the east of the site, closest to existing road of Mere Lane might be the more realistic in the short term, and form the basis of this assessment.
<b>Stage 3: Further criteria assessment</b>	
<b>Availability in next 5 years</b>	
Other uses	The wider site is being promoted by the site owners as an extension to the strategic employment site at Magna Park. TSP uses could form part of this wider proposal or as a stand alone development subject to suitable access from existing network. As development progresses there may be alternative parts of the wider site suitable for TSP use, given that land preparation and servicing is relatively simple for TSP development. Relocation of a TSP facility within the proposed allocation area for operational or amenity reasons (assuming comparable space is provided) in the future could be an option.
Planning History	Majority of the site is in agricultural use with limited recent planning history other than promotion through a local plan process.
<b>Suitability</b>	
Landform	The land considered in this location, comprises the area west of Mere Lane, south of the existing GT site. It comprises level fields separated in places by low cut hedges, with some more notable tree belts. The field south of the GT site is open (notably to the west - though this would change if the strategic employment site comes forward) such that any development would represent an intrusion and require mitigation. More appropriate locations lie in two fields to the south – the southern part of the field east of Springfields Farm, or the triangular field south of the farm. The field within which the farm buildings are located is another possibility and, like the triangular field benefits from an existing access. Whichever location is preferred, (if progressed ahead of the wider strategic employment site) the site will require significant mitigation with important existing tree belts and hedgerows being safeguarded.  It is recognised that it is possible that further land in this location could form a possible further extension to Magna Park which would alter the findings of this assessment. If such an extension were to occur in the future, any site in this location could be relocated in an alternative, more appropriate location identified at the masterplanning stage.
Land use and amenity within site and surroundings	The existing use is agricultural greenfield land. This is also the prevailing use to the North, West and East of the site. The site is bound on its northern edge by Mere farm, an existing GT Site. To the south of the site is Magna Park, a large scale distribution park.  There is no residential development in close proximity to the site, and therefore amenity is likely only a design consideration from the residents of Mere Farm. The site is able to be relatively enclosed. It is located away from other settlements and therefore only likely to be prominent from Mere Farm and Magna Park.
Noise issues	Magna Park is a large logistics and distribution hub, likely to be operational for a significant number of hours. Whilst the site can be located a reasonable distance from the existing Magna Park, the wider development of the proposed allocation will need to be carefully masterplanned to minimise any future impact.
Urban and rural character	There is no concern with urban or rural character in this location, given that it the Magna Park extension will dominate these aspects.
Accessibility / proximity to existing facilities	The site is located 1 mile south east of Ullesthorpe defined as a 'Medium Village' according to the Harborough District Council Settlement Hierarchy Assessment (October 2023). Lutterworth is also relatively close.
Rights of Way	There of no rights of way within the preferred areas, other than Mere Lane/Road, which has a pavement/adjacent cycle footpath along much of its length
Nature and condition of site boundaries	Boundaries between parcels of fields, and the roadside are clearly defined with a rows of trees. Depending on how the site is subdivided, new/improved boundaries may be required in other parts of the site as described in the 'landform' section..
<b>Achievability</b>	
Site size / future capacity	Subject to suitable access and landscape mitigation it is considered that around 3 hectares could be made available for TSP use, which could accommodate around 21 plots.
Notable features that may be affected by development	There are various trees and hedgerows across the preferred area boundaries. These will need to be reinforced and upgraded as per the recommendations set out in the 'landform' section.
Achievability with realistic prospect of delivery	The preferred area adjacent to Mere Lane/Road in the east of the site could be brought forward within the first five years of the plan either as a standalone development or as part of a wider strategic employment allocation.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

Site details	
Site Number	GT 1a
Site Name	Bonehams Lane Traveller Site
Address	Travellers Site, Bonehams Lane, Gilmorton, Leicestershire, LE17 5PD
Nearest settlement	Gilmorton
Zone	West
Ownership	LCC
Source	Existing GT/TSP
Proposed Use	GT
Site Size (Gross ha)	0.32 hectares
Additional land (ha)	Not applicable
% Developable	Not applicable
Description	Bonehams Lane (highlighted in yellow on the adjacent map) is an existing Traveller site within Harborough, located 1 mile north of Lutterworth and a 1.5 miles west of Gilmorton. An extension to the site (show as a diagonal red stripe on the adjacent map) is proposed in the current Local Plan.
Potential Capacity	Not applicable



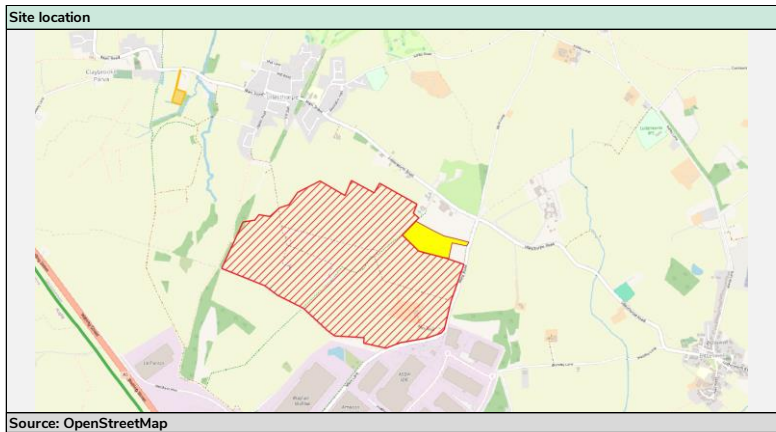
Stage 2: Site assessment	
Availability	The site is an existing, permitted and fully occupied GT site. Therefore, further capacity is not available for meeting future GT need.
Flood Risk	Site is in Flood Zone 1 and therefore has a low probability of flooding.
Access	The site benefits from a suitable access.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	The site currently functions as a Gypsy and Traveller Site. A site visit and/or ORS/officer work concluded that there is limited scope to increase the capacity beyond the current level.
Proposed use	n/a
Section of the site within consideration in Stage 3	n/a

Site details	
Site Number	GT 1b
Site Name	Bonehams Lane Traveller Site extension
Address	Travellers Site, Bonehams Lane, Gilmorton, Leicestershire, LE17 5PD
Nearest settlement	Gilmorton
Zone	West
Ownership	LCC
Source	Adopted Local Plan 2011-2031
Proposed Use	GT
Site Size (Gross ha)	0.77 hectares
Additional land (ha)	Not applicable
% Developable	100%
Description	This site assessment considers a parcel of land immediately north of Bonehams Lane; an existing Traveller site within Harborough. The site is located 1 mile north of Lutterworth and a 1.5 miles west of Gilmorton.
Potential Capacity	12



Stage 2: Site assessment	
Availability	The site is understood to be available to meet future GT need.
Flood Risk	Site is in Flood Zone 1 and therefore has a low probability of flooding.
Access	The existing site has access, and this may be extended to the north of the site to include the area of land within this boundary. Alternatively, a separate access - adjacent to the current access - could be made onto Bonehams Lane. Bonehams Lane is a rural road, and should a new access be developed then appropriate room for visual splays and turning would likely need to be considered.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore site should be taken forward to Stage 2
Proposed use	Given the size of the site, access and neighbouring site the most likely users of the site will be Gypsy and Traveller rather than Travelling Showpeople.
Section of the site within consideration in Stage 3	The whole site could be considered for GT use.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	There are no known other uses intended for this site
Planning History	This is an allocated site for GT use within the current Local Plan. The site is in agricultural use with no recent planning history other than an allocation in the current Local Plan.
Landform	The extension site is within a rural area characterised by an undulating landform and mosaic of rectilinear pasture and arable fields on the edge of the Lutterworth Lowlands-Bitteswell Historic Farmland LLCA, a landscape defined as having a Moderate-High Sensitivity. Any expansion of the existing site to the north would involve a further incursion into an open field where there is no natural boundary nearby. A new boundary would therefore have to be created, and this would provide an opportunity to integrate the site and reinforce internal separation with enhancement of the belt of vegetation between the existing and new site. Greater separation should also be provided between development and the lane to allow the existing hedgerow to grow on, supplemented with additional planting. However, any expansion would strengthen the impression of an isolated development within this otherwise rural landscape.
Land use and amenity within site and surroundings	The site is greenfield in agricultural use. The group of barns beyond to the north are unused. The site is bound on its southern edge by an existing Traveller site (GT1a) and there is further agricultural land on its northern edge. The western side is bound by the M1 motorway and the eastern side by Boneham Lane.
Noise issues	The M1 motorway meets the site on its western edge and would be the only noise issue for the site. There is an existing Gypsy and Traveller site to the south which has been developed with a buffer between the site and the motorway and it is envisaged that a similar measure might be used for any expansion.
Urban and rural character	Whilst this area does have a rural character it would be adjacent to an existing site and in close proximity to the M1, so impact would be limited.
Accessibility / proximity to existing facilities	The site is located 1 mile north of Lutterworth and a 1.5 miles west of Gilmorton, defined as a 'Market Town' and a 'Small Village' respectively according to the Harborough District Council Settlement Hierarchy Assessment (October 2023).
Rights of Way	There are no rights of way through or in close proximity to the site other than the adjacent Bonehams Lane.
Nature and condition of site boundaries	The perimeter of the site is secure and well established on the west, south and east boundary. However, the boundary of the site dissects a field on the northern edge. Therefore as set out in the 'landform' section, work would be required to provide suitable boundaries/screening on this edge.
Achievability	
Site size / future capacity	The site extension could accommodate up to 12 pitches.
Notable features that may be affected by development	There are various trees and hedgerows at 3 of the boundaries. These will need to be reinforced and upgraded as well as a new boundary established to the north as per the recommendations set out in the 'landform' section.
Achievability with realistic prospect of delivery	It is considered that the site could be delivered in the first 5 years since as the site is currently available and there are no known complex requirements regarding redeveloping for a Gypsy and Traveller use.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

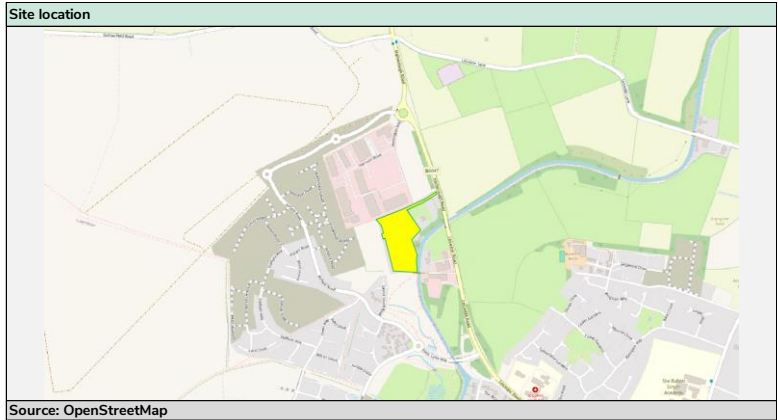
Site details	
Site Number	GT 2a,b,c
Site Name	Mere Farm
Address	Mere Farm, Mere Road, Bitteswell, LE17 4LH
Nearest main town	Bitteswell
Zone	West
Ownership	Private
Source	Existing GT/TSP
Proposed Use	GT
Site Size (Gross ha)	5.41 hectares
Additional land (ha)	Not applicable
% Developable	
Description	Mere Farm (highlighted in yellow on the adjacent map) is an existing G&T site located 0.5 miles north of Magna Park and 3 miles west of the town of Lutterworth. The site lies immediately north & east of another site considered in this assessment - site 12227 (highlighted as a red diagonal stripe on the adjacent map).
Potential Capacity	8



Stage 2: Site assessment	
Availability	The site is an existing, permitted but under occupied GT site. Therefore, further capacity is available for meeting future GT need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site already benefits from access which has been considered adequate in relation to the permitted pitches on the sites.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore site should be taken forward to Stage 2 as a site with existing capacity for GT uses.
Proposed use	This is an existing GT site with unused capacity.
Section of the site within consideration in Stage 3	The site has previously been considered as three separate sites 2a, 2b and 2c - these are however cojoined in practice and therefore been considered as one for the purpose of this assessment.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	There are no known other uses intended for this site
Planning History	There is a long an extensive planning history for this site with over 20 separate permissions. It is understood from the Council that the latest position is that there are 54 pitches that benefit from planning permission.
Suitability	
Landform	This existing GT site is rectangular with an internal network of access roads which follow the various permission that have been granted over time. A site visit confirmed that the site and its surrounds are generally flat and accommodating to this type of use.
Land use and amenity within site and surroundings	The site is an existing GT site and as it already benefits from various planning permissions, issues around amenity have already been considered. The prevailing surrounding use is currently rural, agricultural land with the site bound in its northern, western and southern edges by fields - although this could change if the stratig employment site is taken forward.. The site is bound on its eastern edge by Mere Lane which also provides access to the site. Beyond this the there are more agricultural fields to the east. There is a garden centre a 100 metres north of the site, but there are no residential properties in close proximity. The site is located on a relatively quiet road, and therefore has a strong sense of enclosure and is not particularly prominent in relation to neighbouring uses.
Noise issues	Magna Park is a large logistics and distribution hub, likely to be operational for a significant number of hours. Whilst the site is located a reasonable distance from the existing Magna Park, the wider development of the proposed allocation will need to be carefully masterplanned to minimise any future impact.
Urban and rural character	There is no concern with urban or rural character in this location, given that the proposed Magna Park extension will dominate these aspects.
Accessibility / proximity to existing facilities	The site is located 1 mile south east of Ullesthorpe defined as a 'Medium Village' according to the Harborough District Council Settlement Hierarchy Assessment (October 2023).
Rights of Way	There are no rights of way within the site. There is a footpath along the western boundary and Mere Lane on the eastern boundary.
Nature and condition of site boundaries	The perimeter of the site is secure, well established and provides suitable screening.
Achievability	
Site size / future capacity	Council officers and ORS report that there is significant capacity on this site and whilst some of this will be natural churn of sites there are also parts of permissions that have yet to be fully implemented and are therefore considered to be available to meet future needs. A cautious capacity of 8 is considered appropriate.
Notable features that may be affected by development	No known issues to mitigate.
Achievability with realistic prospect of delivery	It is considered that the existing capacity could be realised in the first 5 years, since the site is currently available and there are no known complex requirements regarding the use of this existing capacity for Gypsy and Travellers.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

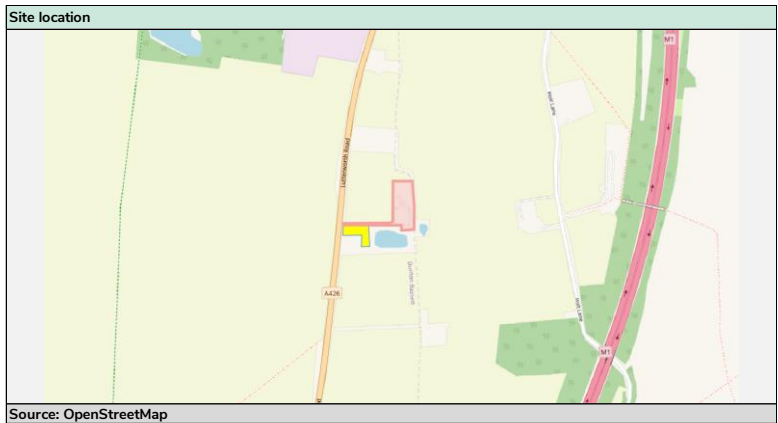


Site details	
Site Number	GT 3
Site Name	Greenacres
Address	Greenacres, Leicester Road, Market Harborough, LE16 7QT
Nearest settlement	Market Harborough
Zone	Central
Ownership	Private
Source	Existing GT/TSP
Proposed Use	GT
Site Size (Gross ha)	2.35 hectares
Additional land (ha)	Not applicable
% Developable	Not applicable
Description	Greenacres is an existing GT site within Harborough, in the north of the town of Market Harborough
Potential Capacity	Not applicable



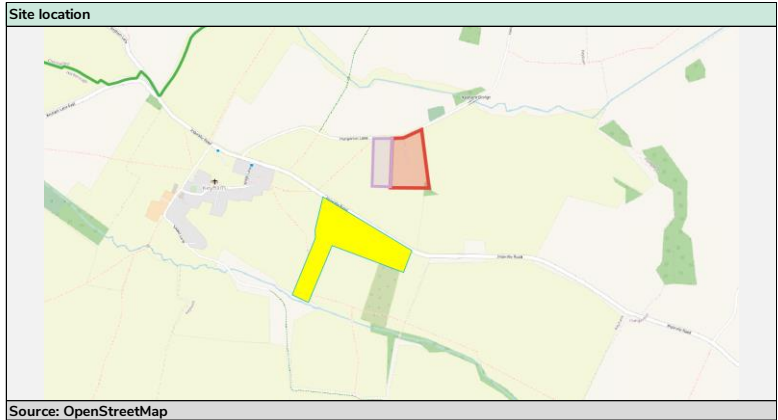
Stage 2: Site assessment	
Availability	The site is an existing, permitted and fully occupied GT site. Therefore, further capacity is not available for meeting future GT need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site benefits from a suitable access to the site.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	The site currently functions as a Gypsy and Traveller Site. A site visit and/or ORS/officer work concluded that there is limited scope to increase the capacity beyond the current level.
Proposed use	n/a
Section of the site within consideration in Stage 3	n/a

Site details	
Site Number	GT 4
Site Name	Hill View
Address	Hill View, Lutterworth Road, Dunton Bassett, LE17 5LD
Nearest settlement	Dunton Bassett
Zone	West
Ownership	Private
Source	Existing GT/TSP
Proposed Use	GT
Site Size (Gross ha)	0.21 hectares
Additional land (ha)	Not applicable
% Developable	Not applicable
Description	Hill View (highlighted in yellow on the adjacent map) is an existing GT Site located 0.7 miles north of Dunton Bassett. The site is adjacent to another GT site (highlighted in salmon on the adjacent map) 'GT7 - Smithfields'
Potential Capacity	Not applicable



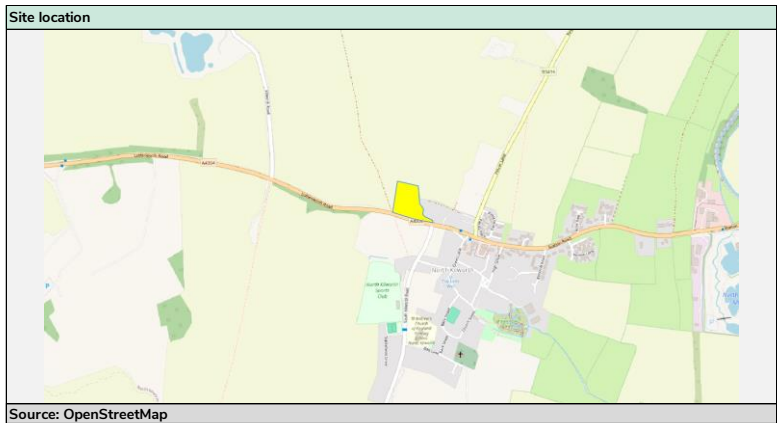
Stage 2: Site assessment	
Availability	The site is an existing, permitted and fully occupied GT site. Therefore, further capacity is not available for meeting future GT need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site benefits from a suitable access to the site.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	The site currently functions as a Gypsy and Traveller Site. A site visit and/or ORS/officer work concluded that there is limited scope to increase the capacity beyond the current level.
Proposed use	n/a
Section of the site within consideration in Stage 3	n/a

Site details	
Site Number	GT 5
Site Name	Mayfield Stables
Address	Mayfield Stables, Snows Lane, Keyham, LE7 9JS
Nearest settlement	Keyham
Zone	North East
Ownership	Private
Source	Existing GT/TSP
Proposed Use	GT
Site Size (Gross ha)	5.54 hectares
Additional land (ha)	Not applicable
% Developable	Not applicable
Description	Mayfield Stables (highlighted in yellow on the adjacent maps) is site to the north of the district, to the east of the village of Keyham
Potential Capacity	Not applicable



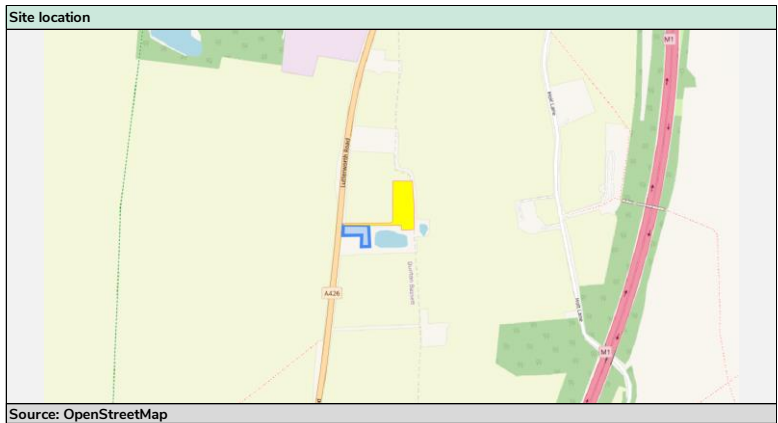
Stage 2: Site assessment	
Availability	Availability of this site for GT uses is unclear due to a complex planning history. On balance it is considered that even if there are still permitted GT uses on the site that they are likely to be in use and do not offer further opportunity and are therefore not available for meeting future GT need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site benefits from a suitable access to the site.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	The site currently functions as a Gypsy and Traveller Site. A site visit and/or ORS/officer work concluded that there is limited scope to increase the capacity beyond the current level.
Proposed use	n/a
Section of the site within consideration in Stage 3	n/a

Site details	
Site Number	GT 6
Site Name	Quarry Farm Stables
Address	Quarry Farm Stables, Lutterworth Road, North Kilworth, LE17 6HW
Nearest settlement	North Kilworth
Zone	West
Ownership	Private
Source	Existing GT/TSP
Proposed Use	GT
Site Size (Gross ha)	1.15 hectares
Additional land (ha)	Not applicable
% Developable	Not applicable
Description	Quarry Farm Stables is an existing G&T site adjoining the village of North Kilworth.
Potential Capacity	Not applicable



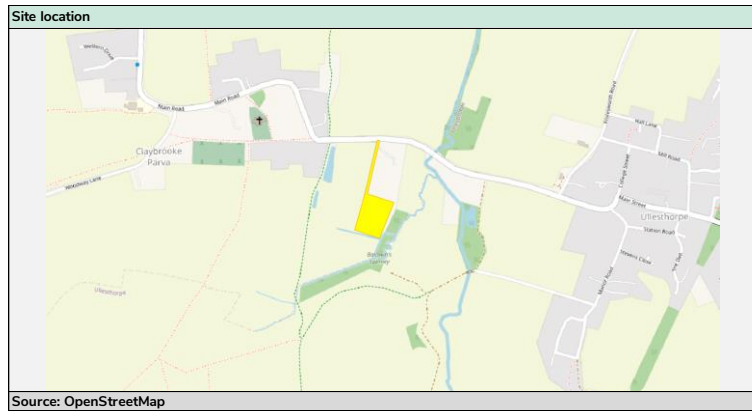
Stage 2: Site assessment	
Availability	The site is an existing GT site. Planning application submitted (and permitted) for this site indicates that the site owner may be looking for alternative uses for this site and therefore it is considered not available for future for meeting future GT need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site benefits from a suitable access to the site.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	The site is an existing GT site. Planning application submitted (and permitted) for this site indicates that the site owner may be looking for alternative uses for this site and therefore it is considered not available for future for meeting future GT need.
Proposed use	n/a
Section of the site within consideration in Stage 3	n/a

Site details	
Site Number	GT 7
Site Name	Smithfields
Address	Smithfields (formerly Dunton Barn), Lutterworth Road, Cosby, Leicester, LE17 5LD
Nearest settlement	Dunton Bassett
Zone	West
Ownership	Private
Source	Existing GT/TSP
Proposed Use	GT
Site Size (Gross ha)	0.63 hectares
Additional land (ha)	Not applicable
% Developable	
Description	Smithfields (highlighted in yellow on the adjacent map) is an existing GT site located 0.7 miles north of Dunton Bassett. The site is adjacent (highlighted in blue on the adjacent map) to another GT site: 'GT4 - Hill View'
Potential Capacity	1



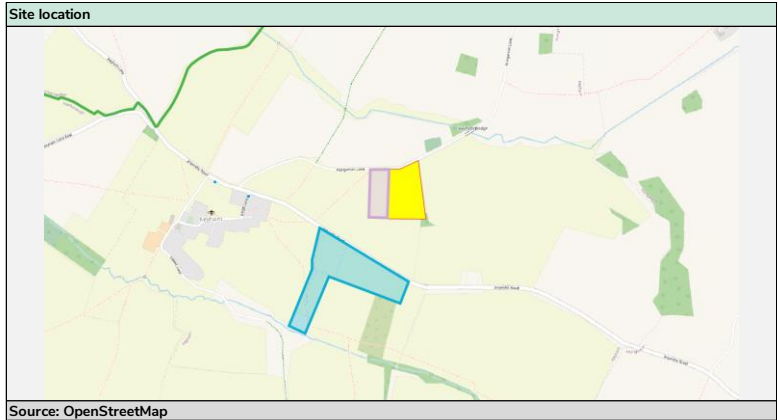
Stage 2: Site assessment	
Availability	The site is an existing, permitted but potentially under occupied GT site. Therefore, further capacity is available for meeting future GT need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site benefits from a suitable access to the site.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore site should be taken forward to Stage 2
Proposed use	Given the size of the site, access and neighbouring site the most likely users of the site will be Gypsy and Traveller rather than the Travelling Showpeople community.
Section of the site within consideration in Stage 3	Intensification of existing site (subject to understanding of planning history) or small extension to the north of the already permitted site.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	There are currently no known other uses intended for this site
Planning History	There is a complex and unclear planning history for this site. There may be permission for 3 pitches (02/00683/VAC) but the permission is a personal tie to a GT family. ORS suggest 1 pitch and a driveby site visit suggested that there was currently one static and 1 mobile caravan on site. A cautious allowance for a further 1 pitch either through the existing permission or a new permission required for either intensification or a small extension to the north could be possible.
Suitability	
Landform	Aside from a lane into the site, the shape is broadly rectangular. Taking into account existing buildings on the site the site area is much reduced but does offer some opportunity for intensification or a small extension to the north. The site currently has pitches on the site and considered to be flat.
Land use and amenity within site and surroundings	The site is bound on its southern edge by another GT site - 'GT4 Hill View'. Other than this, the site has few neighbours aside from a Kennel/Cattery a short distance north of the site. The site is bound on its western, eastern and northern edge by greenfield, agricultural land. The prevailing use is therefore rural. The absence of residential properties (other than the neighbouring GT4 site, which is thought to be in the same ownership) in the vicinity means that impacts on amenity are likely to be limited. Whilst the site is located on A426 Lutterworth Rd, it benefits from a high degree of enclosure and is not particularly prominent in relation to the neighbouring population.
Noise issues	Noise is not expected to be a concern in this location
Urban and rural character	As an existing site with potential for a limited extension there is no concern with urban or rural character in this location
Accessibility / proximity to existing facilities	The site is located 0.7 miles north of Dunton Bassett, defined as a 'Small Village' according to the Harborough District Council Settlement Hierarchy Assessment (October 2023).
Rights of Way	There are no rights of way within or adjacent to the site.
Nature and condition of site boundaries	The perimeter of the site is secure, well established and provides suitable screening.
Achievability	
Site size / future capacity	Future capacity is dependant on testing the current planning permissions - however it is considered that enough certainty exists to identify capacity for 1 pitch to meet future needs.
Notable features that may be affected by development	It is unlikely that there would be any loss of any notable features as part of a limited expansion of this site.
Achievability with realistic prospect of delivery	It is considered that the site could be delivered in the first 5 years since as the site is currently available and there are no known complex requirements regarding redeveloping for a Gypsy and Traveller use.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

Site details	
Site Number	GT 8
Site Name	Spinney View Farm
Address	Spinney View Farm, Main Road, Claybrooke Parva, LE17 5AE
Nearest settlement	Claybrooke Parva
Zone	West
Ownership	Private - promoted by Mr Smith
Source	Existing GT/TSP
Proposed Use	TSP/GT
Site Size (Gross ha)	0.75 hectares
Additional land (ha)	Not applicable
% Developable	
Description	Spinney View Farm is an existing permitted GT site located between Claybrook Parva and Ullesthorpe
Potential Capacity	10



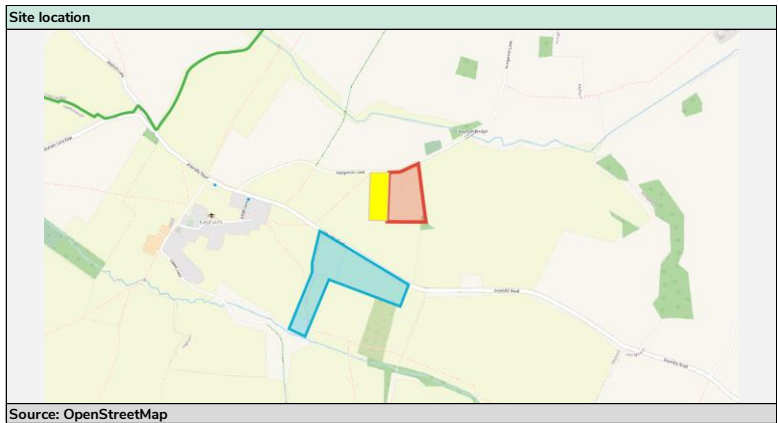
Stage 2: Site assessment	
Availability	The site is an existing, permitted GT site. However this only takes up a relatively small part of the site and therefore further capacity is available for meeting future GT/TSP need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site benefits from a suitable access point from the highway. The site may benefit from widening the current access lane (or addition of passing
Environmental designations	The site boundary adjoins an area designated as 'Priority Habitat Inventory Deciduous Woodland' and 'National Forest Inventory' though this sits outside of the site area.
Historic Environment	There are no historic designations within or adjacent to the site boundary, however there are several Grade II or II* listed buildings in the neighbouring settlements of Claybrooke Parva and Ullesthorpe but development at the site is not known to cause a significant impact.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore site should be taken forward to Stage 2
Proposed use	Landowner indicated that the site could accommodate either G&T or TSP pitches
Section of the site within consideration in Stage 3	The whole site can be considered.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	There are no known other uses intended for this site.
Planning History	There is permission for 3 pitches (18/01350/FUL). Whilst it is understood that the permission has been implemented it was clear from the site visit and confirmed by the landowner that these are currently vacant and therefore are able to meet immediate need, regardless of any increase to the capacity arising from recommendations in this report.
Suitability	
Landform	This broadly level site (part of a former smallholding) is set back from the road (Main Street), south east of Claybrooke Parva, and accessed via a single width track and is being redeveloped as a permitted GT site for 3 pitches. It lies within a landscape comprising a mosaic of small fields between the village and Ullesthorpe to the east; both villages include Conservation Areas. The site includes a number of existing buildings towards the centre of the site which are being refurbished, with a new building also permitted but not yet constructed. The northern boundary is defined by a reasonable hedgerow containing some mature trees. An area of woodland (surrounding a pond) lies immediately off site to the east. A partial hedgerow defines the southern boundary. The site has been separated from the field to the west by a 3-4m high bund formed from tipped material. Trees on the south eastern edge the Claybrooke Parva Conservation Area to the north west are visible from the site, with glimpse of a grade II listed property beyond. The site is visually discrete within the landscape and already permitted for GT use. It is a large site and there is an opportunity to accommodate some further pitches/plots without the site becoming over developed. Mitigation is required, notably along the north western side. The bund is an unnatural feature. This could be shaped and planted and there is scope immediately beyond to provide further planting to enhance containment from the Conservation Area and listed property beyond. Possible effects on the setting of both should be subject of specialist assessment/advice. Encroachment of uses into adjoining land (to north west and south) should be prevented by clearly defined and protected boundaries.
Land use and amenity within site and surroundings	The site is located off Main St which connects Claybooke Parva and Ullesthorpe. It is therefore a distance from these residential areas, and the prevailing uses are rural, agricultural. The site has its own private access to the site along a single lane road. The site is away from the roadside and in an enclosed area, and is not prominent in relation to users of Main St; and given the distance between the site and the villages it is not thought to be particularly prominent in relation to the residents of neighbouring settlements.
Noise issues	There is unlikely to be a concern regarding noise in this location. The site is located some distance from the roadside, and the road network immediately north of the site is not expected to be particularly busy.
Urban and rural character	This is a discreet site that already has a number of buildings associated with its previous use and therefore there is no concern with urban or rural character in this location
Accessibility / proximity to existing facilities	The site is located 0.3 miles east of Claybrooke Parva and 0.4 miles west of Ullesthorpe, defined as an 'Other Village/Hamlet' and a 'Medium Village' respectively according to the Harborough District Council Settlement Hierarchy Assessment (October 2023).
Rights of Way	There is a public footpath along Main Street connecting to the village and a foot path alongside the boundary to the adjacent field on the west of the site - however the bund blocks views out and into the site from this footpath.
Nature and condition of site boundaries	The perimeter of the site is secure and provides suitable screening. The western boundary has been constructed by the site owner and it is understood that this is subject to being regularised. Whether or not the bund is retained there should be planting undertaken as set out in the 'landform' section.
Achievability	
Site size / future capacity	The current permission provides capacity for 3 pitches. The site can comfortably accommodate a higher number. The landowner has indicated that a single TSP plot could be provided on the basis that it was a known need and would only be for a TSP operator of 'small rides'. To maintain a similar space standard of pitch provision as at Bonehams Lane then it is considered a further 6 GT pitches could be accommodated, meaning 1 TSP plot and 9 GT pitches in total to meet future GT/TSP needs.
Notable features that may be affected by development	The bund will either need to be regularised and suitably landscaped or removed and replaced with suitable landscaping. The access lane may need to be widened or inclusion of passing places and all other boundaries should be maintained and enhanced as appropriate.
Achievability with realistic prospect of delivery	It is considered that the site could be delivered in the first 5 years since as the site is currently available, works have already started in relation to the current permission and there are no known complex requirements regarding redeveloping for a Gypsy and Traveller and Travelling Showpeople use.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

Site details	
Site Number	GT 9
Site Name	Walkers Stables
Address	Walkers Stables, Hungerton Lane, LE7 9JW
Nearest settlement	Keyham
Zone	North East
Ownership	Private
Source	Existing GT/TSP
Proposed Use	GT
Site Size (Gross ha)	2.31 hectares
Additional land (ha)	Not applicable
% Developable	Not applicable
Description	Walkers Stables (highlighted in yellow on the adjacent map) is an existing GT site to the north of the district, east of the village of Keyham Associated with GT9 is GT10 (highlighted in purple on the adjacent map).
Potential Capacity	Not applicable



Stage 2: Site assessment	
Availability	The site is an existing, permitted and fully occupied GT site. Therefore, further capacity is not available for meeting future GT need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site benefits from a suitable access to the site.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	The site currently functions as a Gypsy and Traveller Site. A site visit and/or ORS/officer work concluded that there is limited scope to increase the capacity beyond the current level - note that the neighbouring site GT10 is effectively already an extension to GT9 as it is understood to be within the same ownership.
Proposed use	n/a
Section of the site within consideration in Stage 3	n/a

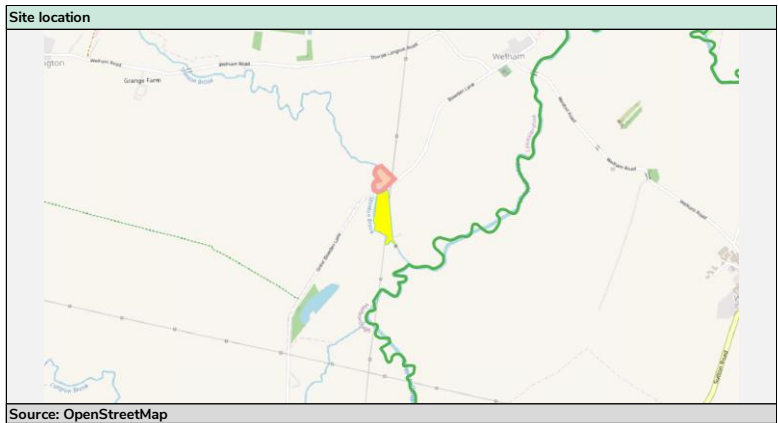
Site details	
Site Number	GT 10
Site Name	Walkers Stables Expansion
Address	Walkers Stables Expansion, Hungarton Lane, LE7 9JW
Nearest settlement	Keyham
Zone	North East
Ownership	Private
Source	Unimplemented permission
Proposed Use	GT
Site Size (Gross ha)	1.14 hectares
Additional land (ha)	Not applicable
% Developable	
Description	Walkers Stables Expansion (highlighted in yellow on the adjacent map) is a permitted expansion to the existing GT9 Walkers Stable (highlighted in red on the adjacent map). The site sits immediately to the west of the existing site.
Potential Capacity	5



Stage 2: Site assessment	
Availability	The site is a permitted but unoccupied GT site. Therefore, further capacity is available for meeting future GT need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	Access is already in place from Hungarton Lane.
Environmental designations	There are no statutory designations significantly impacting delivery of this use
Historic Environment	There are no historic designations within or adjacent to the site boundary, however there are several Grade II and II* listed buildings less than 0.5miles away within the village of Keyham but these were not considered as a significant impact within the permitted application.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore site should be taken forward to Stage 2
Proposed use	Given the size of the site, access and neighbouring site the most likely users of the site will be Gypsy and Traveller rather than the Travelling Showpeople community.
Section of the site within consideration in Stage 3	The permission relates to pitches being located within the north part of the site.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	There are no known other uses intended for this site
Planning History	The site was initially permitted for one pitch (21/01848/FUL) and latter increased by a further four (23/01426/FUL) . Therefore there are now 5 permitted pitches in total - ORS has suggested that the pitches are currently vacant although works have started.
Suitability	
Landform	This is a permitted scheme not yet fully utilised - the pitches are located on the northern part of the site which is a flat area adjacent to the existing development and the road access. Any landscape concerns would have been considered through the application process, though it is noted that the existing field boundaries seem to have been retained, minimising any landscape issues.
Land use and amenity within site and surroundings	The site is bound on its eastern side by an existing site GT9 'Walker Stables'. Otherwise the wider surroundings is agricultural, with green fields on its west, and southern edge. Immediately south is a farm/agricultural building. It is bound on its northern edge by Hungarton Rd which provides access, and further north of this are agricultural fields. The site itself is almost 0.5 miles away from Keyham, so the site has a rural setting.
Noise issues	The site is located in a rural setting, on a relatively quiet road network. Therefore noise is not expected to be an issue in this location.
Urban and rural character	The site itself is almost 0.5 miles away from Keyham, so the site has a rural setting. Urban character is not considered to be a significant concern in this location given the proximity.
Accessibility / proximity to existing facilities	The site is just over 2 miles from the nearest large settlement Scraftoft, defined in as a 'Settlement adjoining Urban Area' in the Harborough District Council Settlement Hierarchy Assessment (October 2023)
Rights of Way	There are no rights of way within the site, however the site is adjacent to Hungarton Rd and there is a public footpath to the west of the site (though not adjacent).
Nature and condition of site boundaries	The perimeter of the site is secure, well established and provides suitable screening.
Achievability	
Site size / future capacity	It is understood from the planning permissions that five pitches are already permitted on this site. However as these appear not have been fully implemented and are currently vacant it is considered that the five pitches can contribute to meeting future GT need.
Notable features that may be affected by development	This is not thought to be a concern. There are hedges that form the boundary of the site and it is envisaged that many of these may be kept to provide suitable boundaries/screening.
Achievability with realistic prospect of delivery	It is considered that the site could be delivered in the first 5 years since as the site is currently available and there are no known complex requirements regarding redeveloping for a Gypsy and Traveller use.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

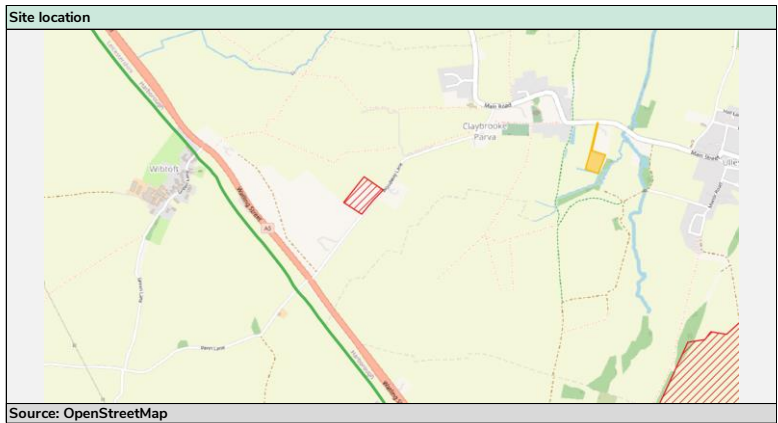


Site details	
Site Number	GT 11
Site Name	Ponies View
Address	(Ponies View) Land at Bowden Lane, Bowden Lane, Welham, LE16 7UX
Nearest settlement	Welham
Zone	Central
Ownership	Private
Source	Unauthorised existing G&T/TSP
Proposed Use	GT
Site Size (Gross ha)	1.58 hectares
Additional land (ha)	Not applicable
% Developable	Not applicable
Description	Ponies View is an unauthorised Gypsy and Traveller site located less than 0.5 miles south of the village of Welham
Potential Capacity	Not applicable



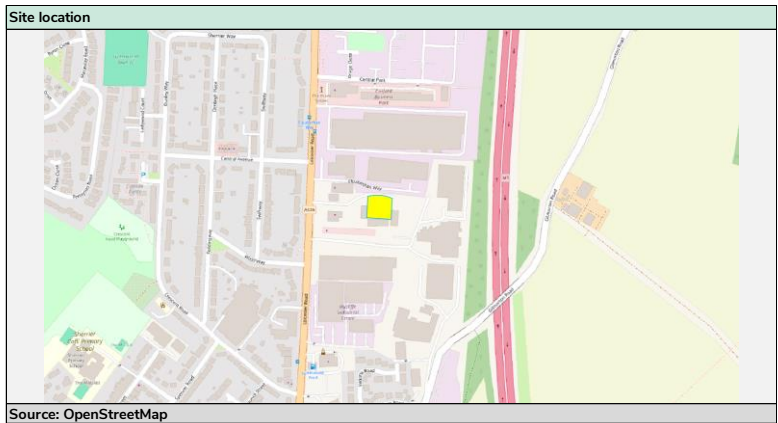
Stage 2: Site assessment	
Availability	This site is subject to an ongoing appeal and therefore not considered as available at this time.
Flood Risk	The site is almost completely within Flood Zone 3, and therefore has a relatively high probability of flooding.
Access	The site benefits from a suitable access to the site.
Environmental designations	There are no statutory designations significantly impacting delivery of this use
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	The site is almost completely within Flood Zone 3 meaning that it is an unsuitable location for development. The site is currently subject to an appeal and therefore at this time cannot be considered as available.
Proposed use	n/a
Section of the site within consideration in Stage 3	n/a

Site details	
Site Number	GT 12
Site Name	Wells Close
Address	Wells Close Woodway Lane Claybrooke Parva
Nearest settlement	Claybrooke Parva
Zone	West
Ownership	Private
Source	Adopted Local Plan 2011-2031
Proposed Use	GT
Site Size (Gross ha)	1.67 hectares
Additional land (ha)	Not applicable
% Developable	
Description	GT 12 Wells Close is a site 0.5 miles south of Claybrooke Parva.
Potential Capacity	3



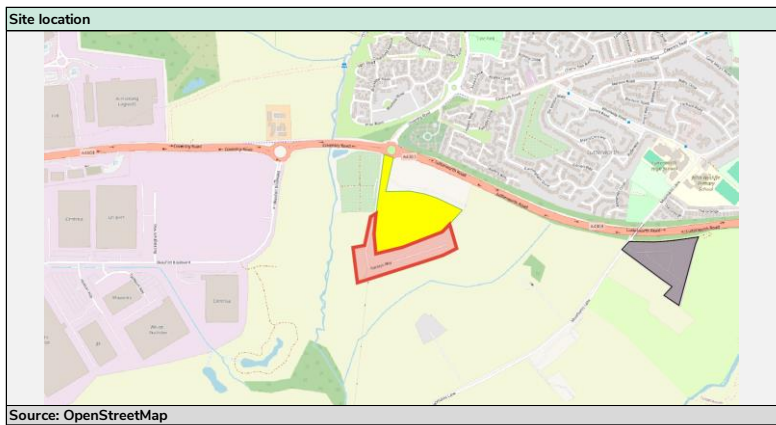
Stage 2: Site assessment	
Availability	The site is understood to be available for GT or TSP
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site benefits from two existing points of access onto Woodway Lane.
Environmental designations	There are no statutory designations significantly impacting delivery of this use
Historic Environment	There are 4 Grade II and one Grade I listed building within the village of Claybrooke Parva 0.5 miles north-east of the site but these are not known to impact on delivery of the site.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore the site should be taken forward to Stage 2
Proposed use	Given the size of the site and access, the most likely users of the site are Gypsy and Traveller rather than the Travelling Showpeople community.
Section of the site within consideration in Stage 3	The whole site could be considered for development, though the existing area of hardstanding (squared off horseshoe shape) should be prioritised.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	There are no known other uses intended for this site other than the permitted stables which were put forward as an associated use with GT provision.
Planning History	This is an identified site for GT use within the current Local Plan. The planning history on the site is not entirely clear, however GT uses (including ancillary) have been previously permitted but no recent activity and unclear as to whether they have been implemented or remain extant.
Suitability	
Landform	<p>The site comprises some hard standing and rough grassland, located within open countryside on the west side of Woodway Lane with encroaching scrub (broom) along the boundaries. A thick hedgerow with mature trees provides screening along the eastern boundary with Woodway Lane, from which there are two field access points. The southern boundary is defined by a hedge with a tall belt of plantation woodland immediately beyond that screens the site from the property just beyond. The western boundary is marked by a hedge with some mature trees, beyond which the farmland is expansive and largely open with long distance views. A poor low hedge defines the northern boundary. A farm and complex of buildings lie on the opposite side of the lane to the north east, and forms part of the scattered development located on this part of the lane.</p> <p>The site may offer a suitable location for a GT site, subject to the retention and reinforcement of existing boundary vegetation and reinforcement with strong belts of native woodland planting to provide containment. Until this has provided screening it is likely that there would be an adverse effect on local views, including public footpaths to the north (including the Leicestershire Round trail). The protection and retention of the roadside vegetation and mature trees is also particularly important, and the influence of visibility splays will need to be considered. Using a single access would be preferable to minimise the loss of vegetation, and limit views into the site.</p>
Land use and amenity within site and surroundings	<p>The current use is unclear and undetermined. There has been previous development on the site but this has now been cleared as described in the 'landform' section. The site is bound on its northern and western edges by agricultural land. Laurel Bank farm is located across Woodway Lane at the sites eastern edge, along with further agricultural land. Another farm/residential property sits on its southern boundary.</p> <p>The farm on its southern edge is separated by a thick canopy of trees meaning that there would be few concerns regarding amenity or overlooking for any prospective residents. Laurel Bank Farm is across the road, and offset from the site meaning that there would unlikely be concerns from the norther section either. A design could also site pitches to the rear of the site, at its western edge, to assist if deemed necessary.</p>
Noise issues	The site is located in a rural setting, on a relatively quiet road network. Therefore noise is not expected to be an issue in this location.
Urban and rural character	The site itself is almost 0.5 miles away from Claybrooke Parva, so the site has a rural setting. Urban character is not considered to be a significant concern in this location given the proximity.
Accessibility / proximity to existing facilities	The site is 0.5 miles from Claybrooke Parva defined in as a 'Other Village/Hamlet' in the Harborough District Council Settlement Hierarchy Assessment (October 2023)
Rights of Way	There are no rights of way within the site. Woodway Lane is adjacent to the southern boundary of the site and to the north though not in close proximity to the boundary edge is a public footpath.
Nature and condition of site boundaries	The perimeter of the site is generally secure, well established and provides some screening. Any development of the site should seek to improve the boundaries as set out in the 'landform' section.
Achievability	
Site size / future capacity	If the whole site is considered suitable then it could accommodate upto 25 pitches based on the form of the Bonehams Lane site - however given the permission to provide stables and potential requirement for an area of paddock as well as taking a 'brownfield' first approach, then a far more modest provision of 3 pitches is suggested.
Notable features that may be affected by development	This is not thought to be a concern. There are hedges that form the boundary of the site and it is envisaged that many of these may be kept to provide suitable boundaries/screening.
Achievability with realistic prospect of delivery	It is considered that the site could be delivered in the first 5 years since as the site is currently available and there are no known complex requirements regarding redeveloping for a Gypsy and Traveller use.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

Site details	
Site Number	TSP 1
Site Name	Amusement Depot
Address	Amusement Depot, Leicester Road, Lutterworth, LE17 4HD
Nearest settlement	Lutterworth
Zone	West
Ownership	Private
Source	Existing GT/TSP
Proposed Use	TSP
Site Size (Gross ha)	0.18 hectares
Additional land (ha)	Not applicable
% Developable	Not applicable
Description	Amusement Depot is an existing Travelling Showpeople site located within the town of Lutterworth.
Potential Capacity	Not applicable



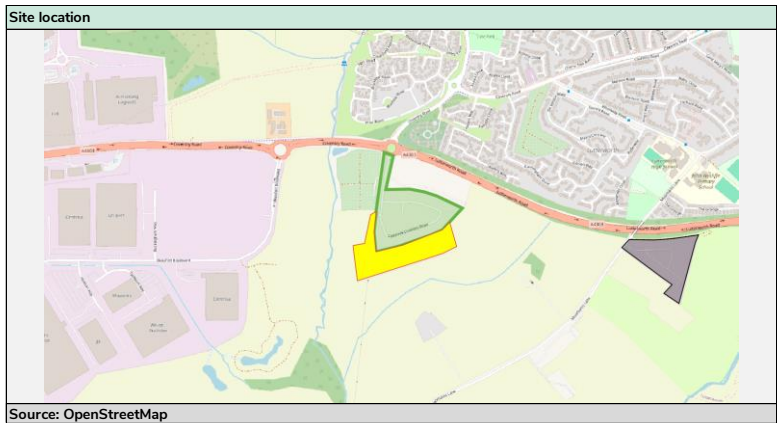
Stage 2: Site assessment	
Availability	The site is an existing, permitted and fully occupied TSP site. Therefore, further capacity is not available for meeting future TSP need.
Flood Risk	Site is in Flood Zone 1 and therefore has a low probability of flooding.
Access	The site benefits from a suitable access.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	The site currently functions as a Travelling Showpeople site. A site visit and/or ORS/officer work concluded that there is limited scope to increase the capacity beyond the current level.
Proposed use	n/a
Section of the site within consideration in Stage 3	n/a

Site details	
Site Number	TSP 2a
Site Name	Fairacres Caravan Site
Address	Fairacres Caravan Site, Lutterworth, LE17 4FA
Nearest settlement	Lutterworth
Zone	West
Ownership	Private
Source	Existing GT/TSP
Proposed Use	TSP
Site Size (Gross ha)	5.1 hectares
Additional land (ha)	Not applicable
% Developable	
Description	Fairacres (as highlighted in yellow on the adjacent map) is an existing Travelling Showpeople site located south of Lutterworth and the A303. It is immediately adjacent and shares the same access as TSP2b (highlighted in red on the adjacent map)
Potential Capacity	9



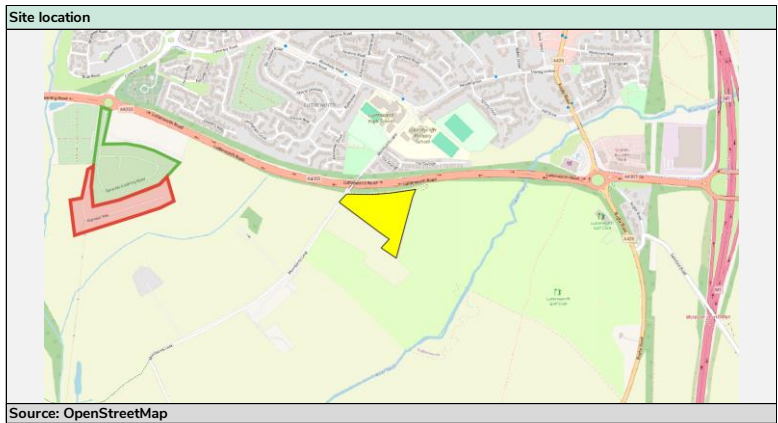
Stage 2: Site assessment	
Availability	The site is an existing, permitted but under occupied TSP site. Therefore, further capacity is available for meeting future TSP need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site already benefits from access which has been considered adequate in relation to the permitted pitches on the sites.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore site should be taken forward to Stage 2 as a site with existing capacity for TSP uses.
Proposed use	This is an existing TSP site with unused capacity.
Section of the site within consideration in Stage 3	The whole site could be considered.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	There are no known other uses intended for this site
Planning History	There is planning history for this site with 3 main permissions (02/00637/FUL, 03/00924/FUL & 23/01699/FUL). It is understood from the Council/ORS that the latest position is that there are 32 plots that benefit from planning permission.
Suitability	
Landform	The land is triangular and of sufficient size to enable a range of designs. The site is understood to be broadly level and conducive to the siting of TSP plots.
Land use and amenity within site and surroundings	The site is currently in use as a Travelling Showpeople site. The site is separated from the town of Lutterworth by the A303 and connected by its own road to the site (Fairacres Coventry Rd) which is gated at the end. Therefore the site has a strong sense of enclosure and not particularly prominent from the wider uses, aside from the Lutterworth allotments that adjoin the site on its north western edge. The site sits within a rural setting on its eastern and southern edges, and there are industrial uses less than half a mile to the west of the site, separated by greenfields. There are greenfields immediately north of the site that separates the site from the A4303, however it is understood that these have permission to be developed for commercial uses.
Noise issues	Noise was not considered a significant concern during the site visit. The A4303 is a busy road, but there was sufficient land left as a buffer between it and the site, despite the elevated position of the site compared to the road network.
Urban and rural character	The enclosed nature of the site, and its separation from the town means that urban character is not considered to be a concern in this location. The presence of industrial development to the west means that the rural character is not likely to be a significant concern either.
Accessibility / proximity to existing facilities	The site adjoins Lutterworth, defined in as a 'Market Town' in the Harborough District Council Settlement Hierarchy Assessment (October 2023)
Rights of Way	There are no rights of way through or in close proximity to the site.
Nature and condition of site boundaries	The perimeter of the site is secure, well established and provides suitable screening.
Achievability	
Site size / future capacity	Council officers and ORS report that there is capacity on this site and whilst some of this will be natural churn of sites there are also parts of permissions that have yet to be fully implemented or vacant and are therefore considered to be available to meet future needs. A cautious capacity of 9 is considered appropriate.
Notable features that may be affected by	There are no notable features that might be lost as a result of the full use of the existing site.
Achievability with realistic prospect of delivery	It is considered that the existing capacity could be realised in the first 5 years, since the site is currently available and there are no known complex requirements regarding the use of this existing capacity for Travelling Showpeople.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

Site details	
Site Number	TSP 2b
Site Name	Stanley Way
Address	Stanley Way, Land adj. Fairacres, Leaders Farm, Coventry Road, Lutterworth, LE17 4FA
Nearest settlement	Lutterworth
Zone	West
Ownership	Private
Source	Existing GT/TSP
Proposed Use	TSP
Site Size (Gross ha)	3.4 hectares
Additional land (ha)	Not applicable
% Developable	
Description	Stanley Way (as highlighted in yellow on the adjacent map) is an existing Travelling Showpeople site located south of Lutterworth and the A303. It is immediately adjacent and shares the same access as TSP2a (highlighted in red on the adjacent map)
Potential Capacity	6



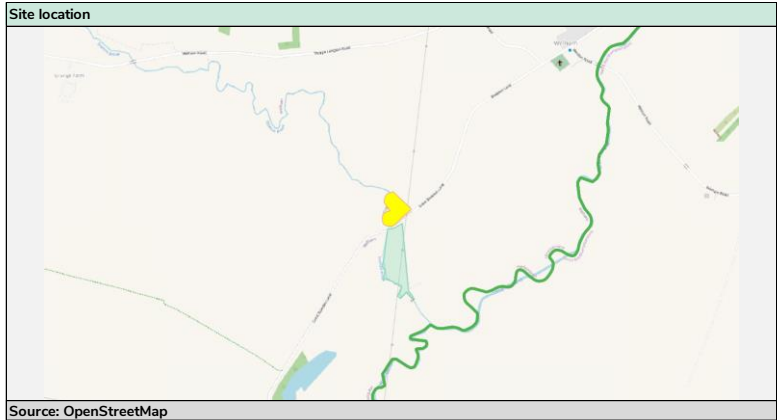
Stage 2: Site assessment	
Availability	The site is an existing, permitted but under occupied TSP site. Therefore, further capacity is available for meeting future TSP need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site already benefits from access which has been considered adequate in relation to the permitted pitches on the sites.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore the site should be taken forward to Stage 2 as a site with existing capacity for TSP uses.
Proposed use	This is an existing TSP site with unused capacity.
Section of the site within consideration in Stage 3	The whole site could be considered.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	There are no known other uses intended for this site.
Planning History	There is planning history for this site with 1 main permission (07/01596/FUL). It is understood from the Council/ORS that the latest position is that there are 25 plots that benefit from planning permission.
Suitability	
Landform	The land is broadly rectangular and of sufficient size to enable a range of designs. The site is understood to be broadly level and conducive to the siting of TSP Pitches.
Land use and amenity within site and surroundings	The site is currently in use as a Travelling Showpeople site. The site is separated from the town of Lutterworth by the A303 and connected by its own road to the site (Fairacres Coventry Rd) which is gated at the end. Therefore the site has a strong sense of enclosure and not particularly prominent from the wider uses, aside from the Lutterworth allotments that adjoin the site on its north western edge. The site sits within a rural setting on its eastern and southern edges, and there are industrial uses less than half a mile to the west of the site, separated by greenfields. There are greenfields immediately north of the site that separates the site from the A4303, however it is understood that these have permission to be developed for commercial uses.
Noise issues	Noise was not considered a significant concern during the site visit. The A4303 is a busy road, but there was sufficient land left as a buffer between it and the site, despite the elevated position of the site compared to the road network.
Urban and rural character	The enclosed nature of the site, and its separation from the town means that urban character is not considered to be a concern in this location. The presence of industrial development to the west means that the rural character is not likely to be a significant concern either.
Accessibility / proximity to existing facilities	The site adjoins Lutterworth, defined in as a 'Market Town' in the Harborough District Council Settlement Hierarchy Assessment (October 2023)
Rights of Way	There are no rights of way through or in close proximity to the site
Nature and condition of site boundaries	The perimeter of the site is secure, well established and provides suitable screening.
Achievability	
Site size / future capacity	It is reported by Council officers and ORS that there is capacity on this site and whilst some of this will be natural churn of sites there are also parts of permissions that have yet to be fully implemented or vacant and are therefore considered to be available to meet future needs. A cautious capacity of 6 is considered appropriate.
Notable features that may be affected by development	There are no notable features that might be lost as a result of expansion in this location.
Achievability with realistic prospect of delivery	It is considered that the existing capacity could be realised in the first 5 years, since the site is currently available and there are no known complex requirements regarding the use of this existing capacity for Travelling Showpeople.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

Site details	
Site Number	TSP 3
Site Name	Golf Course rise
Address	Golf Course Rise, Moorbarns Lane, Lutterworth, LE17 4QJ
Nearest settlement	Lutterworth
Zone	West
Ownership	Private
Source	Existing GT/TSP
Proposed Use	TSP
Site Size (Gross ha)	3.1 hectares
Additional land (ha)	Not applicable
% Developable	
Description	TSP 3 Golf Course Rise is an existing TSP site immediately south of Lutterworth.
Potential Capacity	7



Stage 2: Site assessment	
Availability	The site is an existing, permitted but under occupied TSP site. Therefore, further capacity is available for meeting future TSP need.
Flood Risk	Site is in Flood Zone 1, and therefore has a low probability of flooding.
Access	The site already benefits from access which has been considered adequate in relation to the permitted pitches on the sites.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore the site should be taken forward to Stage 2 as a site with existing capacity for TSP uses.
Proposed use	This is an existing TSP site with unused capacity.
Section of the site within consideration in Stage 3	The whole site could be considered.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	There are no known other uses intended for this site.
Planning History	There is planning history for this site with 2 main permissions (17/01357/FUL, 19/00886/FUL). It is understood from the Council/ORS that the latest position is that there are 22 plots that benefit from planning permission.
Suitability	
Landform	The land is triangular and of sufficient size to enable a range of designs. The site is understood to be broadly level and conducive to the siting of TSP Pitches.
Land use and amenity within site and surroundings	The site is currently in use as a Travelling Showpeople site. The site is separated from the town of Lutterworth by the A303 and connected by Moorbarns Lane to the site and to a limited other uses to the south of the site which include a couple of farms and a household waste recycling centre. Therefore the site has a strong sense of enclosure and not particularly prominent from the wider uses, aside from the other users of Moorbarns Lane, particularly since Moorbarns Lane is effectively a cul-de-sac. The site is bound on its southern and eastern edge by a golf course; and on its northern and eastern edge by the road network (A4303 and Moorbarns lane respectively).
Noise issues	Noise was not considered a significant concern during the site visit. The A4303 is a busy road, but there was sufficient land left as a buffer between it and the site, despite the elevated position of the site compared to the road network.
Urban and rural character	The enclosed nature of the site, and its separation from the town means that urban character is not considered to be a concern in this location. The presence of industrial development to the west means that the rural character is not likely to be a significant concern either.
Accessibility / proximity to existing facilities	The site adjoins Lutterworth, defined in as a 'Market Town' in the Harborough District Council Settlement Hierarchy Assessment (October 2023)
Rights of Way	There are no rights of way through or in close proximity to the site
Nature and condition of site boundaries	The perimeter of the site is secure, well established and provides suitable screening.
Achievability	
Site size / future capacity	It is reported by Council officers and ORS that there is capacity on this site and whilst some of this will be natural churn of sites there are also parts of permissions that have yet to be fully implemented or vacant and are therefore considered to be available to meet future needs. A cautious capacity of 7 is considered appropriate.
Notable features that may be affected by development	There are no notable features that might be lost as a result of expansion in this location.
Achievability with realistic prospect of delivery	It is considered that the existing capacity could be realised in the first 5 years, since the site is currently available and there are no known complex requirements regarding the use of this existing capacity for Travelling Showpeople.
Verdict	<b>Yes - available, suitable &amp; achievable</b>

Site details	
Site Number	TSP 4
Site Name	Wild Meadow
Address	Wild Meadow, Bowden Lane, Welham, LE16 7UX
Nearest settlement	Welham
Zone	Central
Ownership	Private
Source	Existing GT/TSP
Proposed Use	TSP
Site Size (Gross ha)	0.74 hectares
Additional land (ha)	Not applicable
% Developable	Not applicable
Description	Wild Meadow is an existing Travelling Showperson site located less than 0.5 miles south of the village of Welham
Potential Capacity	Not applicable



Stage 2: Site assessment	
Availability	The site is an existing, permitted and fully occupied TSP site. Therefore, further capacity is not available for meeting future TSP need.
Flood Risk	Most of the site is within Flood Zone 3, and therefore has a relatively high probability of flooding.
Access	The site benefits from a suitable access.
Environmental designations	There are no statutory designations significantly impacting delivery of this use.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	The site currently functions as a Travelling Showpeople site. A site visit and/or ORS/officer work concluded that there is limited scope to increase the capacity beyond the current level. Also the site is almost completely within Flood Zone 3 meaning that it is an unsuitable location for development.
Proposed use	n/a
Section of the site within consideration in Stage 3	n/a



Site details	
Site Number	TSP 5
Site Name	Land at James Bond Caravan Park
Address	Land at James Bond Caravan Park, Moorbarns Lane, Lutterworth, Leicestershire, LE17 4QJ
Nearest settlement	Lutterworth
Zone	West
Ownership	Private
Source	Unimplemented permission
Proposed Use	TSP
Site Size (Gross ha)	0.89 hectares
Additional land (ha)	Not applicable
% Developable	
Description	TSP 5 Land at James Bond Caravan Park is a caravan park immediately south of Lutterworth. The areas earmarked for further expansion are 2 triangular shaped land areas to the rear of the existing mobile home site.
Potential Capacity	7



Stage 2: Site assessment	
Availability	The site is an existing, permitted but under occupied TSP site. Therefore, further capacity is available for meeting future TSP need.
Flood Risk	The vast majority of the site is within Flood Zone 1. There is a small river (River Swift) at the very eastern edge of the site, and a small section of the site may encroach into an area categorised as being Flood Zone 3. However, this would be a very small portion of the site - if used at all - and would not jeopardise its wider use.
Access	The site already benefits from access. Since any development in this location is an expansion of the mobile home site, then it is thought that the same access would be used rather than a new one established. Since TSP might be the most likely occupiers of any further expansion, then some minor works might be required to widen the access.
Environmental designations	The site boundary on its eastern edge meets areas designated as 'Priority Habitat Inventory Deciduous Woodland' and 'National Forest Inventory' though it is acknowledged that they sit outside of the site and would not jeopardise development.
Historic Environment	There are no known impacts from historic designations or monuments.
Stage 2 conclusion	
Conclusion	There are no known absolute constraints and therefore site should be taken forward to Stage 2
Proposed use	This is an existing TSP site with unused capacity.
Section of the site within consideration in Stage 3	The whole site could be considered.
Stage 3: Further criteria assessment	
Availability in next 5 years	
Other uses	It is understood that the permission could allow for both TSP and mobile homes available to all.
Planning History	There is planning history on the site but the most recent and relevant is 22/01395/CLUD which allows the siting of TSP plots. It is unclear as to how many are permitted but documentation accompanying the application suggests potentially 7 plots.
Suitability	
Landform	The land is an odd shape due to it being the 'leftover' from the construction of the road to the south of the site. It is effectively surrounded by various forms of development and therefore any landscape impact is limited. It is level and suitable for TSP use.
Land use and amenity within site and surroundings	The site is a continuation of a mobile home park with two triangular, greenfield parcels to the rear on the (eastern edge of the existing site). The neighbouring uses to the site are varied. There is a school and associated playing fields on its northern edge, its western and southern edge are bound by the existing road network: Moorbarns Lane and Lutterworth rd (A4303) respectively. Further south, across the A4303, is another site TSP3 'Golf Course Rise', a household waste centre and farm buildings. Since Moorbarns Lane is largely restricted to these uses, and has no through-road to the other network, then the site has some degree of enclosure. Screening on its southern edge help shield the site from users off the A4303. Access to and from the site would be via the north, through a several residential streets and, along with the school immediately north of the site, might have traffic implications for larger vehicles.
Noise issues	Noise was not considered a significant concern during the site visit. The A4303 is a busy road, but there was sufficient land left as a buffer between it and the site, despite the elevated position of the site compared to the road network.
Urban and rural character	The enclosed nature of the site, and its separation from the town means that urban character is not considered to be a concern in this location. The presence of industrial development to the west means that the rural character is not likely to be a significant concern either.
Accessibility / proximity to existing facilities	The site adjoins Lutterworth, defined in as a 'Market Town' in the Harborough District Council Settlement Hierarchy Assessment (October 2023)
Rights of Way	There are no rights of way through or in close proximity to the site
Nature and condition of site boundaries	The perimeter of the site is secure, well established and provides suitable screening.
Achievability	
Site size / future capacity	It is understood from Council officers and ORS that whilst a permission exists in the form of CLUD there are currently no TSP uses on the site. Given the suggestion of 7 has been indicated in the permission then it is considered that this is a suitable capacity figure to take forward with potential to meet future TSP need.
Notable features that may be affected by development	The site includes two rectangular shaped plots. Should just the western-most land, closer to the existing mobile home park it is possible that no or very limited features might be lost as part of any expansion. Should, however, the eastern-most plot of land furtherst a way from the mobile home park - then it is likely that there would be a small loss in hedgerows and trees in order to allow access.
Achievability with realistic prospect of delivery	It is considered that the existing capacity could be realised in the first 5 years, since the site is currently available and there are no known complex requirements regarding the use of this existing capacity for Travelling Showpeople.
Verdict	<b>Yes - available, suitable &amp; achievable</b>