

<b>Planning application no.</b>	19/01228/FUL	
<b>Site</b>	Land East of 150 Gorsebrook Road, Wolverhampton	
<b>Proposal</b>	Change of use to a gypsy and travellers transit site, providing temporary accommodation for travellers evicted from unlawful encampments. Works will include installation of a perimeter fence with security vehicle gate, a modular unit containing sanitary facilities, erection of a secure bin store, and installation of external lighting and CCTV.	
<b>Ward</b>	St Peter's	
<b>Applicant</b>	City of Wolverhampton Council	
<b>Cabinet member with lead responsibility</b>	Councillor Harman Banger Cabinet Member for City Economy	
<b>Accountable Director</b>	Richard Lawrence, Director of Regeneration	
<b>Originating service</b>	City Planning	
<b>Accountable employee</b>	Stephen Alexander	Head of City Planning
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## **1.0 Summary recommendation:**

1.1 Grant temporary planning permission for one year subject to conditions.

## **2.0 Application site**

2.1 This is a former sandstone quarry, which was utilised as a landfill site in the 1970s. The site is nestled between Dunstall Hill Trading Estate, and residential properties 110–150 Gorsebrook Road, the surrounding area is predominantly residential.

2.2 The site is currently accessed directly off Gorsebrook Road for pedestrians only. The land is sunken and is not directly overlooked or easily visible from the surrounding streets or properties. The site has been vacant for a number of years, being overgrown with vegetation and has been subject to antisocial behaviour and fly-tipping.

### **3.0 Planning History**

- 3.1 A/C/2803/79 - Short term deposit of domestic and commercial trade refuse followed by deposit of general highways material over 2-3 years – Granted 8/11/79.
- 3.2 D/1023/92 - Installation of a landfill gas control system – Granted 3/11/92.

### **4.0 Application details**

- 4.1 The proposal is for a change of use to a restricted transit site for travellers, providing only for temporary accommodation for travellers evicted from unlawful encampments. This is not to be used as a permanent site, but a temporary place to stay whilst arranging to move out of the city. This is a stipulation of a High Court Judgement, who have required provision to be made for a transit site for travellers who have been evicted from other sites in the city which are protected by the injunction.
- 4.2 The transit site would provide no more than 13 caravan pitches, with space for one caravan and two vehicles per pitch. There would be a manager's office and sanitary facilities at the entrance to the site, along with bin storage. Any additional cars accompanying the travellers would not be allowed on the transit site and would have to be parked off site. Provision for such parking would be made at a council car park on Showell Road, off the Stafford Road, for which a permit would be issued for the duration of the stay.
- 4.3 The transit site would be secured with palisade security fencing around the perimeter of the site and a lockable double gate to provide security for the occupants. Additional works include landscaping, improvements for ecology, flood lighting and CCTV. Replacement and additional tree planting is proposed on the site and on the adjacent Council owned land.
- 4.4 The managers' office would also be used as an information centre for educational purposes due to the site having historical geological outcrops along the western boundary of the site. Proposed works to the site would expose the outcrops, providing the opportunity for geographical research and education. Access to the site for educational purposes would be arranged in advance by appointment.
- 4.5 In support of the application, the following documents have been submitted by the Applicant:
- Site Layout
  - Management Plan
  - Design and Access Plan
  - Ecology Management Plan
  - Ground Investigation Report
  - Badger Survey
  - Tree Assessment and Bat Usage
  - Bat Survey

- Preliminary Ecology Survey.

## **5.0 Relevant policy documents**

- 5.1 Black Country Core Strategy (BCCS)  
Wolverhampton Unitary Development Plan (UDP)  
National Planning Policy (NPPF)  
National Planning Practice Guidance (NPPG)  
DCLG "Planning policy for traveller sites" 2015, particularly Policy H.
- 5.2 The site is designated as a Site of Local Importance for Nature Conservation in the UDP.

## **6.0 Publicity**

- 6.1 At the time of writing 113 objections were received by the planning department.

Objections received:

- Insufficient detail with respect to trees, and transport statement;
- Overdevelopment;
- Loss of green space;
- Loss of woodland and trees;
- Unsuitable location in a deprived area;
- Fear of antisocial behaviour and crime;
- Impact on ecology;
- Impact on wildlife;
- Site wanted for children's education on ecology and a pocket park;
- Carbon impact due to loss of trees;
- More favourable alternative sites in Wolverhampton;
- Traffic and additional strain on the surrounding highway network;
- Dangerous access;
- Funding, cost of the project, cheaper alternatives;
- Too close to a permanent traveller site;
- Impact on businesses and loss of businesses due to the proposed use;
- Impact on vulnerable children and adults in the area;
- Rubbish that's left will result in vermin and smells;
- Flooding of the site and surrounding area and impact on waterways;
- Pollution of surrounding waterways;
- Loss of noise buffer (trees), disturbance from neighbouring commercial buildings and disturbance from the proposed usage;
- Stress on local infrastructure;
- Out of keeping with character of the area and racecourse prestige at risk;
- Japanese Knotweed on site;
- Surrounding area is already over populated and this will add to it;
- Loss of the "Gorsebrook Gap";
- Health and safety, fire risk;
- Impact on nature conservation and geology;
- Gas cylinders on site;

- Loss of privacy due to CCTV;
- Lack of investment in the area;
- Off site parking too far away;
- Due to temporary stay, the relationship with neighbourhood would be poor;
- Risk of change into a permanent traveller site if not used on a regular basis;
- In an area where traveller incursions do not take place;
- Area is already busy with public events at neighbouring venues including Dunstall Racecourse;
- Additional strain on local schools from children attending from families using the site;
- Application invalid (Showell Road car park not outlined in red);
- Impact on residential gardens;
- Disproportional strain on a challenged area;
- Animal welfare;
- Poor plans;
- Site is a greenfield site not a brownfield site;
- Area too small for the traveller community;
- Car parking on the site would be insufficient and overspill onto the highway;
- Inappropriate location in a residential area;
- Landfill gas site;
- Insufficient lighting;
- Unworkable management plan
- Loss of potential nature reserve;
- Inadequate resources in the area, schools, doctors etc;
- Impact on Science Park due to location of car park;

## **7.0 Consultees**

### **7.1 Highway and Transportation – no objection subject to conditions.**

#### **Proposed Use**

The frequency of use of this site is anticipated to be very low. Current information from comparable sites in Sandwell and Telford indicates no more than two incidences of occupation per year would be expected. As stated in the Gorsebrook Road Management Plan (GRMP) submitted as part of this proposal, all vehicle movements in and out of the development site would be restricted, supervised and managed. Travellers' vehicles arriving at the development site would be strictly controlled and co-ordinated between the Police, the bailiffs and the site manager. Whilst the site is occupied, the vehicle gate will be locked, with any daily use vehicles kept offsite, in a council car park.

#### **Site Access \ Visibility**

Gorsebrook Road is a busy road that is classified in the City of Wolverhampton Council's road hierarchy as a local distributor. It attracts high volumes of traffic throughout the entire day, including vehicles using the route as a cut through between Waterloo Road and Stafford Road. The Dunstall Hill Trading Estate service road can also attract high volumes of traffic and the existing junction of Gorsebrook Road and the Trading Estate service road is a busy junction.

Vehicle access to the development site is proposed to be via a new access to be created off Gorsebrook Road. The additional vehicle access is very close to the existing access road leading to the Dunstall Hill Trading Estate. The visibility splays that can be achieved at the new vehicle access are obstructed by the adjacent on-street parking that is already taking place for the existing houses on Gorsebrook Road. While under normal traffic conditions both the proximity to an existing access and the limitation of visibility splay would represent significant safety concerns, the anticipated low frequency of use, and strict management of the access and egress movements to the site mitigate to an acceptable level any concerns over highway safety.

Conditions are necessary to require the strict management of the access and egress to the site, and to state that the new vehicle access off Gorsebrook Road may only be used for a strictly controlled traveller transit site and not for any other type of development.

It is stated within the GRMP, that any caravans evicted from unauthorised encampments within Wolverhampton will be escorted to this development site by the Police and / or bailiffs. In order to keep any disruption to the free flow of traffic using Gorsebrook Road and the other roads leading to this development site to an absolute minimum, it is recommended that a maximum of three caravans be relocated to this site at any one time and that these caravans be correctly positioned into the pitches before any other caravans are relocated. A condition to this effect is necessary.

### **Parking and Layout**

Vehicles entering and exiting the proposed pitches will need to be carefully managed and manoeuvred into their pitches. In order to facilitate this a device called a motor mover will be required at the development site. The motor mover clamps to caravans and enables their precise manoeuvring and positioning. At least one serviceable motor mover should be available at any time at the development site to support the positioning of caravans.

Whilst the site is occupied, the vehicle gate will be locked, with any daily use vehicles kept offsite, in Showell Road council car park. This should be conditioned in order to prevent any unauthorised vehicle movements in and out of the site.

### **Off Site Parking**

Any daily use vehicles may be parked by permit in the Showell Road car park. In view of the anticipated infrequent use of the site and low number of occupants, this would be a rare occurrence with no significant impact on the occupancy levels of this car park. Any vehicles parked on the highway would be few and infrequent. The permit required to use the site can require daily use cars to be parked on the Showell Road car park. This should be conditioned.

### **Servicing**

The proposed converted shipping container will need to be delivered to the site when the roads adjacent to the development site are at their quietest. This will be required so that disruption to local residents, the businesses on Dunstall Hill Trading Estate and the free flow of traffic using Gorsebrook Road is kept to an absolute minimum. These delivery

times will need to be agreed and approved by the Council. This will need to be conditioned.

## 7.2 **Ecology/Landscaping** – no objection subject to conditions

Conditions recommended in respect of Japanese Knotweed, landscaping, bird boxes, bat roosts, badgers, surface water drainage, hard and soft landscaping, fencing, bollards, gates, lighting columns, CCTV, bin stores and toilet block.

This is a locally designated Site of Interest for Nature Conservation (SINC). Although the site is a designated SINC this is a geological SINC rather than an ecological SINC. The works which are to be carried out enhance the geological SINC value by exposing the outcrops along the western boundary, and will enhance biodiversity subject to satisfactory detailed reports and mitigation that can be required by condition.

The development proposed will result in reductions in the tree, shrub and field layers. The applicant is proposing to improve access to the geological exposure on the site and carry out additional planting which will mitigate the loss of natural cover. Overall the biodiversity value of the area will increase.

The ecology reports provided are satisfactory and the recommendations in the ecology reports should be followed including:

- Replacement vegetation including trees (details required);
- Clearance should be carried out outside of the bird nesting season;
- Bird boxes should be installed;
- An additional survey for badger activity should be carried out prior to works being carried out on the site;
- Normal precautions should be undertaken to prevent badgers being affected during the construction period;
- Trees inspected had negligible potential as bat roosts but some artificial bat roosts could be included when the bird boxes are specified.

## 7.3 **Police** – support the application.

West Midlands Police have assessed this application based on the likely impact on prospective local residents, and the resources of both the local authority and police. Paragraphs 58 and 69 of the National Planning Policy Framework (NPPF) recommend that local planning authorities ensure their policies and decisions aim to create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

Furthermore, in providing this advice West Midlands Police has paid due regard to section 17 Crime & Disorder Act & PIN's 953 - The Crime and Disorder Act 1998 which introduced a wide range of measures for preventing crime and disorder. Section 17 (as amended by Schedule 9 of the Police and Justice Act 2006), imposes an obligation on every police authority, local authority (which includes Planning Authorities) and other

specified bodies to consider crime and disorder reduction in the exercise of all their duties.

There would need to be a management regime in place to deal with any issues as they arise. There would be sanctions in place for travellers using this site (deposits, paying rent, CCTV monitoring, regular visits from the traveller liaison officer while the site is occupied etc.). For the safety and security of the travellers utilising the transit site a 2.4 m perimeter fence should be erected. This should deter all but the most determined offender intent on causing damage to the caravans on the site. Sandwell have their site covered by CCTV and monitored from their central CCTV monitoring silo – Wolverhampton will be doing the same.

The proposal accords with the provisions of national and local policy in terms of the broad aims and objectives of providing transit sites. A temporary consent will ensure that any effect on the local community and environment can be monitored. This would mirror the Sandwell decision and accord Wolverhampton the ability to study the impact of both sites upon review as well as being able to look at the longevity of the site by reviewing the longer term success of the Telford transit site. By delivering the site, the impact across the city from unauthorised encampments would be a reduction in incidents associated with them, a reduction in both local authority and police resources required to take action against unauthorised encampments and security for those travellers wishing to stop and stay in Wolverhampton for a given period of time.

When Sandwell carried out a before and after survey they found that the cost of encampments to the council was £250,000 for the year 2016-2017 when a transit site was put in place this dropped to practical zero for the year 2017-2018.

Most of these temporary sites are used but it is infrequent and for short stays only.

The Sandwell site on Bateman's Hill has not caused crime, demonstrated by the crime data for Batman's Hill.

A trial period of 12 months is recommended to monitor the usage and the crime statistics to see if a rise in crime has taken place when the site has been used. The Council can then decide if the site is viable and to approve or refuse full planning permission after this time period.

7.4 **Fire Service** – support the application.

7.5 **Environmental Health** – no objections subject to conditions.

The ground investigation report findings and the recommendations proposed are all satisfactory.

An active gas control system has been operational on site for over 25 years. The control system was installed in 1993 to prevent lateral migration of methane and carbon dioxide from affecting properties in Glentworth Gardens, Gorsebrook Road and the estate on former racecourse land including Viaduct Drive, Shetland Close and Darley Drive.

As with a number of other gas systems on former landfills throughout the City, they ensure that the gas control system at Gorsebrook Quarry continues to provide protection to adjacent properties via a contract with a company specialising in landfill gas control. The system is serviced, and the gas wells are also monitored and balanced, four times a year. Monitoring results show that gas levels in wells located on land in Glentworth Gardens, together with the well adjacent to properties in Gorsebrook Road, are below the explosive range for methane.

To gain further reassurance with respect to the gas regime on its landfills, in 2018 the Council commissioned independent gas risk assessments on all its landfills where active gas control systems are operational (including Gorsebrook Quarry). The purpose of these assessments was to review what risks, if any, may still remain with respect to lateral migration.

For Gorsebrook Quarry, the gas risk assessment indicated a low risk of gas migration from the site even if the control system were to be turned off. That is not the intention at present, and the control system will remain operational.

In addition, for even further reassurance, an independent site specific risk assessment has been carried out for the gas control system at Gorsebrook Road. The report has concluded that if the gas collection wells are locked and secured and then covered with stone, they will fall outside of any requirement for hazardous zone designation.

Whilst accepting the findings of these risk assessments, it would be the recommendation that should the development proceed, a system audit should be carried out on the gas control system to examine and verify its condition, its operating function and its long term suitability. This should be required by condition.

7.6 **Urban Wildlife Trust** – No response at time of writing report – update verbally at planning committee.

## 8.0 **Legal implications**

- 8.1 Developments in relation to Gypsies, Travellers and Showmen are governed by the NPPF (February 2019) and the Guidance for Planning Policy for Travellers Site (August 2015).
- 8.2 Para 3 requires the Local Authority to balance the needs of the travellers with the requirements of the settled population, meaning both sides need to be considered. Para 4i requires Local Authorities to reduce tensions between settled and travelling communities, which the security features and consultation aim to address. Para 7 a) suggests early discussions with both communities and their representatives, and echoes para 3. Finally, para 13 requires Local Authorities to consider sustainability of their sites, which is being considered with the request of a temporary provision, to be reviewed after a year and para 13 e) specifically considers the effect of the local environmental quality (noise, air, artificial light) on both the settled and travelling communities. CCTV and artificial light locations will therefore need to be carefully considered.

- 8.3 The Equality Act 2010 and the Human Rights Act 1998 are triggered and need to be complied with all through the project, for the occupiers of the site as well as the settled population. In providing this development, the Council owes a duty of care to both the settled and travelling communities, which will either use the site or live nearby.
- 8.4 An Injunction has been granted enabling the Local Authority and the Police to remove unauthorised encampments within Wolverhampton, on the condition that a site is secured for the travelling community. This injunction has proved very effective, drastically reducing the number of encampment and therefore officer time required to deal with these issues. If a site is not provided at the time the Injunction is to be reviewed in 2020, there is a real risk for it not to be renewed. [LW/06012020/H]

## 9.0 Appraisal

### Principle of use

- 9.1 s.38(6) of the Planning and Compulsory Purchase Act 2004, requires that a determination made under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.
- 9.2 Paragraph 2 of DCLG "Planning policy for traveller sites" 2015 states:  
  
"This policy must be taken into account in the preparation of development plans, and is a material consideration in planning decisions. Local planning authorities preparing plans for and taking decisions on traveller sites should also have regard to the policies in the National Planning Policy Framework so far as relevant."
- 9.3 UDP policy N5 "Protection of Sites of Importance for Nature Conservation and Landscape Features of Importance for Wildlife and Geology" states the protection and long term management of important features will be sought through the use of conditions and management agreements where appropriate.
- 9.4 The site was designated as a site of importance for nature conservation because of the geological interest on the site and not because of its vegetation or wildlife. The site has outcrops along the western boundary, which are currently not visible due to the overgrown nature of the site, which make it very difficult to access and see any of this historic rock form. The proposed development would clear overgrown vegetation which would expose the outcrops to the benefit of the site and for educational purposes. Vegetation loss would be replaced by landscaping including off site tree planting, which would increase biodiversity to the overall benefit of the nature conservation value of the area.
- 9.5 This land has not been used for some years, the site is overgrown and in a poor condition as a result of disuse. Its use as a transit site would be appropriate subject to conditions mitigating the impact of the development on ecological and geological interests.
- 9.6 The use of the site will be very limited in that it will provide temporary accommodation only for travellers who have been evicted from unauthorised sites elsewhere in the city,

the length of stay will be controlled by condition, and travellers from outside the administrative area of City of Wolverhampton Council will be excluded. This is considered necessary and reasonable in order that the site is specifically for use in urgent cases.

- 9.7 The NPPG states that circumstances where a temporary permission may be appropriate include where a trial run is needed in order to assess the effect of the development on the area. In this case, a temporary consent is considered appropriate in order that the level of use and its impact can be fully assessed, especially given the high level of public concern. An application can then be submitted to make the site permanent as a transit site for those displaced through eviction. The twelve month period of the consent will commence from first occupation, giving enough time for the impact to be fully assessed.
- 9.8 The evidence from the Police and the data from similar sites in Sandwell and Telford strongly suggests that the site is likely to be used only very infrequently. The development of this site for the purposes of an emergency transit site is acceptable in principle.

### **Highway Safety**

- 9.9 Frequency of use of this site is anticipated to be very low. Current information from comparable sites in Sandwell and Telford indicates no more than two incidences of occupation per year would be expected. Any caravans evicted from unauthorised encampments within Wolverhampton will be escorted to this development site by the Police and/or bailiffs, for highway safety reasons. All vehicle movements in and out of the development site would be restricted, supervised and managed, mitigating the impact on highway/pedestrian safety. Subject to requiring the management plan via condition the entrance/exit is acceptable. This condition should also relate to the development of the site, especially in relation to the positioning of the proposed converted shipping container which would also need to be delivered outside of peak traffic hours.
- 9.10 The proposal should include a motor mover which would assist with the manoeuvrability of caravans into and out of their relevant pitches. The vehicular gate should remain locked to prevent any unauthorised vehicle movements in and out of the site, in the interests of highway safety. These should be conditioned as part of the permission.
- 9.11 Any vehicles required to be used in the day may be parked by permit in the Showell Road car park. Due to the anticipated infrequent use of the site, usage of the car park would be a rare occurrence with no significant impact on the occupancy levels of this car park.
- 9.12 The low level of anticipated use, the recommended conditions and the proposed strict management of the access and egress movements to the site mitigate to an acceptable level any concerns over highway safety.

### **Ecology**

- 9.13 The application is proposing to improve access to the geological exposure on the site, and to carry out additional planting which will mitigate the loss of natural cover. Further detail can be required by condition, to ensure that biodiversity is improved.

- 9.14 The ecology reports which have been provided are satisfactory. The recommendations in the ecology reports should also be conditioned, especially with respect to bats, birds, badgers, surface water drainage, hard and soft landscaping, and CCTV.

### **Landfill**

- 9.15 The site was utilised as a landfill in the 1970s. It has been confirmed that the site is suitable for the development proposed (see paragraph 7.5 of this report), subject to conditions.

### **Security and Fear of Crime**

- 9.16 The planning authority have received a significant number of concerns and objections to the proposal which centre around security and the fear of crime.
- 9.17 The Applicant proposes several mechanisms in order to mitigate the potential for any security and fear of crime. Firstly, the site will be managed whilst occupied, ensuring that the terms of a licence, which the occupiers must sign up to before they can access the site, are being adhered to. The licence would restrict activities such as – no commercial activity, no drugs, no lodgers, regulations on dogs, no horses, no nuisance or annoyance to neighbours, including noise related issues, no cutting or damaging of trees, no fires, no caravans/vehicles to access/egress the site without authorised personal (such as the Police, Council authorised officers) etc. The proposal also includes CCTV (with automatic number plate recognition, extending out onto the surrounding public areas), along with flood lighting across the site.
- 9.18 The Police have assessed the detail and confirmed that they have no objections, and the mechanisms proposed would address security and the fear of crime issues. Also, the evidence from the Police and the data from similar sites in Sandwell and Telford strongly suggests that the site is likely to be used only very infrequently and is highly unlikely to increase crime. The clearing up of the site, and the introduction of surveillance, would also, mitigate against the antisocial behaviour, vandalism and fly tipping, which the site has already been exposed to. It is considered reasonable to apply a condition to the consent that the site must remain under the control of the Council. Should the site ever be sold then the planning permission for use as a traveller site would lapse.

### **Layout**

- 9.19 The proposed layout is acceptable and can be controlled by way of appropriate conditions. The layout has clearly considered vegetation, wildlife and neighbouring properties. Concerns have been raised by members of the public with respect to fire risks, especially the distance between caravans, gas cannisters and cars being parked between each pitch. The pitches have sufficient space for a caravan plus two vehicles, the Fire Service have confirmed there is a satisfactory distance between each caravan, all of which meets fire regulations, and the layout is acceptable. There are suitable provisions on site for users of the transit site, such as a toilet and shower block facilities. The Fire Service have confirmed that a fire truck would be able to access the site.

### **Amenity**

- 9.20 The proposed development is in a former quarry, on a sunken piece of land, nestled between an industrial site to the west of the site, and residential dwellings east of the

site. The site would still be screened around the perimeter by existing and proposed vegetation, resulting in a buffer zone around the perimeter of the site. The proposed site once occupied, would be at such a distance so as not to cause any significant harm to neighbouring amenities, such as outlook, light, sunlight, privacy, or disturbance from noise/smell. The development would not be visible, until well into the site, apart from the perimeter fence, which can be suitably designed, so as not to be unsightly with respect to neighbouring properties or the street scene.

- 9.21 Members of the community have raised considerable concern as to disturbance emanating from the site once occupied. Frequency of use of this site is anticipated to be very low. Whilst occupied the site will be managed 24 hours a day and strict guidelines must be adhered to via the issuing of a license on occupation. There would be thorough checks taking place whilst occupied, in order to prevent any disturbance to the surrounding community.

#### **Impact on local services**

- 9.22 The site is required as part of the Council's provision for displaced travellers and the use of the site is highly likely to be minimal and for short periods only. The occupants will be restricted to those evicted from sites within the administrative area of the Council. Any demand for local services is likely to be very low. This can be assessed during the 12 month monitoring period and evidence of any impact would be required to form part of any future submission.

### **10.0 Conclusion**

- 10.1 The proposed development has been carefully considered against the policies in the development plan, including UDP policy N5 "Protection of Sites of Importance for Nature Conservation and Landscape Features of Importance for Wildlife and Geology", and national planning guidance including the NPPF, NPPG and the DCLG "Planning policy for traveller sites" 2015, and account taken of all concerns and comments raised as part of the public consultation process. The proposal accords with planning policy and the principle of the use is acceptable subject to conditions including satisfactory details with respect to ecology/biodiversity. The frequency of use of this site is anticipated to be very low. Current information from comparable sites in Sandwell and Telford indicates no more than two incidences of occupation per year would be expected.
- 10.2 The Applicant has put together a comprehensive application due to the sensitive nature of the proposal. The application has considered all significant aspects of the proposal and the site. A thorough appraisal has been submitted on how the site would be managed and licensed to protect not only the people who will occupy the site, but those members of the public who surround it. The usage would be governed by a licence setting out strict regulations on how the site is used for the temporary and occasional periods it may be occupied. The site would also be supervised by site managers to ensure that the site is kept to a high standard, in the interests of all concerned, gypsies and travellers and members of the public, providing the necessary security.

- 10.3 All concerns/objections have been carefully considered. The management scheme, the inclusion of CCTV, fencing, lighting, landscaping and tree planting will mitigate any impacts on neighbours. West Midlands Police are supportive of the proposal.
- 10.4 The site is acceptable for this specific proposal, provides an opportunity to improve the biodiversity of the site through enhanced landscaping and additional tree planting, opens areas of historical geographical outcrops for educational purposes and enhances security for the site and the surrounding area.

## **11.0 Detail recommendation**

- 11.1 Grant planning permission subject to any necessary conditions including:
- Consent temporary for a period of 12 months (from first occupation) in order to monitor the impact and level of use.
  - Limit the use to use as a transit site for travellers who have been evicted from unauthorised encampments within the administrative area of Wolverhampton.
  - Limit of use to 13 pitches.
  - Planning permission expires should the site be sold to a third party.
  - Management plan including limit of vehicles on site, vehicular gates to be locked, daily use cars to be parked off site etc.
  - Parking layout.
  - Landfill reports/recommendations including gas control system provision.
  - Submission and implementation of landscaping.
  - Sustainable drainage.
  - Wildlife/biodiversity reports/recommendations.
  - Boundary treatment.
  - Tree protection.
  - Construction method statement - delivery time for shipping container.
  - Footway crossing.
  - Motor mover.
  - Materials.
  - Lighting detail – including light spillage detail with respect to neighbours and wildlife.
  - Bin stores.
  - CCTV.
  - Japanese Knotweed.
  - Maximum stay period 14 days and no return within three months.
  - Drainage.
  - Manager to be on site 24/7 when occupied.

This report is PUBLIC  
NOT PROTECTIVELY MARKED

