



South
Cambridgeshire
District Council

South Cambridgeshire Local Development Framework

Gypsy and Traveller

Development Plan Document

Issues and Options 2

Site Options and Policies

July 2009



South Cambridgeshire Local Development Framework

Gypsy And Traveller

Development Plan Document

Issues and Options Report 2: Site Options and Policies

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PUBLIC CONSULTATION

HOW TO COMMENT ON THIS REPORT

This Issues and Options Report 2: Site Options & Policies is being published for public participation, providing the opportunity for individuals and organisations to consider the options put forward and make their views known.

Each option has been given a reference number, which should be used to identify the option you are commenting on. In making representations, respondents will either SUPPORT the option, or OBJECT to the option. There are also a series of questions allowing the opportunity for respondents to COMMENT and raise any other issues that they feel are missing in the report.

FURTHER NEW SITE OPTIONS

The Issues and Options stage of the plan making process provides an opportunity for all participants involved in the preparation process to make their views known and to identify potential development sites early in the process. If you wish to put forward a new site for consideration, please attach your representation to Question 3 if you are using the online interactive website, or write 'NEW SITE' when asked for the part of the document you wish to comment on using the paper form. Please provide a site address and site area, together with a map with the exact site clearly marked. A map must be provided for the representation to be accepted.

TECHNICAL ANNEX

This Issues and Options Report is accompanied by a Technical Annex, which includes sections on the following:

- the site assessment criteria (Section A);
- detailed site assessment matrices for each of the sites (Sections B and C);
- location and constraints maps for the site options and the rejected sites (Section D);
- the review of publicly owned land (Section E);
- the identification of major development site options (Section F);
- the review of existing authorised sites (Section G);
- response to issues and options 1 consultation and development of policies (Section H);
- a detailed glossary and list of abbreviations (Section I); and
- a bibliography of reference documents and sources of further information (Section J).

The council would encourage, wherever possible, that representations are made on the options contained in the main Issues and Options 2 report. However, where

representations specifically relate to matters of detail contained in the Technical Annex they should be made to the relevant part of the Technical Annex.

SUSTAINABILITY APPRAISAL

This Issues and Options Report has been subject to Sustainability Appraisal, carried out by Scott Wilson consultants in accordance with government regulations. This is to ensure that the site options and policies can be considered in the light of full information on their social, environmental and economic impact. A summary of the appraisal has been included in Appendix B of this report. A copy of the full appraisal is available on the council's website and is also available for comment.

HABITATS REGULATIONS ASSESSMENT

European legislation and government regulations have introduced a need to carry out Habitats Regulations Assessments for plans and for particular development projects. An Habitats Regulations Assessment (HRA) provides a screening assessment to examine whether the issues arising from the Issues and Options 2 stage of the Gypsy and Traveller DPD are likely to have any significant impacts on Natura 2000 or Ramsar sites (internationally important nature sites), either alone or in combination with other projects and plans, in view of the sites' conservation objectives. The council has undertaken an HRA for Issues and Options Report 2 and this has been published alongside this Issues and Options Report.

EQUALITY IMPACT ASSESSMENT

Under the Race Relations (Amendment) Act 2000 the council is required to undertake Equality Impact Assessments (EqIAs) to promote equality in policy making, service delivery, regulation, enforcement and employment to meet the legal obligations. The Equality Act (2006) states that all public authorities must impact assess new policies as they are developed, as well as existing functions. EqIAs are also a specific duty as highlighted in not only race, but also disability and gender equality schemes which place a general duty on public authorities to:

- Eliminate discrimination.
- Promote equality of opportunity.
- Promote good race relations.

An EqIA has been undertaken alongside the production of the Issues and Options Report 2: Site Options & Policies and has been published alongside this Issues and Options Report.

RACE RELATIONS AND INCLUSIVE COMMUNITIES

The council has a statutory general duty under the Race Relations (Amendment) Act 2000 to 'pay due regard' to the need to eliminate unlawful racial discrimination, to promote equality of opportunity and to promote good race relations between different racial groups.

Gypsies and Travellers constitute South Cambridgeshire's largest minority ethnic community, comprising 1% of its population. As legally recognised ethnic groups, Romany Gypsies and Irish Travellers are protected by the Race Relations Act, and included in the scope of the duty to promote race equality and good race relations. This means that it is unlawful for any individual or organisation to treat Gypsies or Irish Travellers less favourably than other groups, or to discriminate against them indirectly.

As the council wishes to promote sustainable, inclusive communities, when consulting on this document the council will not tolerate any representations, objections or comments that are deemed to be racist. In general terms, a racist representation is one which includes words, phrases or comments which are likely:

- To be offensive to a particular racial or ethnic group.
- To be racially abusive, insulting or threatening.
- To apply pressure to discriminate on racial grounds.
- To stir up racial hatred or contempt.

COMPREHENSIVE EQUALITIES POLICY

South Cambridgeshire District Council is committed to treating everyone fairly and justly, whatever their race or background. The council wants to ensure that everyone gets an opportunity to be involved in the planning process. The council is aware that in the past certain groups have tended to be under represented in consultation exercises. These groups include:

- Black and Minority Ethnic communities
- Women
- Disabled people
- Lesbian, gay, bisexual and trans-gendered communities
- Children, young and older people and
- Faith and belief groups

The council's Comprehensive Equalities Policy 2009-2012 that was adopted by the council in April 2009 includes a commitment to the following principle:

"Encouraging 'real' participation in local democracy by people who may normally feel excluded from decision-making processes. In doing this, we will ensure that we seek the views of groups who are particularly vulnerable or at risk of social exclusion or

have found it difficult to access our services or receive favourable outcomes from them.”

HOW TO SUBMIT YOUR VIEWS

Representations on this Issues and Options Report are invited during a thirteen-week period running from 10 July to 9 October 2009.

There will be a variety of ways of finding out more and becoming involved in the process, including opportunities to discuss the issues with council officers.

The council is planning a series of exhibitions in locations close to existing Gypsy / Traveller communities and where site options have been identified. The exhibitions will provide people with the opportunity to see the site options and discuss any concerns with council officers. Officers will also be able to assist individuals in filling out the representation form.

An audio CD and leaflet will also be available, outlining what the consultation is about, and where people can find out more and how to make comments.

Further information is available on the council's website:

<http://www.scambs.gov.uk/Environment/Planning/DistrictPlanning/LocalDevelopmentFramework/GypsyandTravellerDPD.htm>

Wherever possible, representations should be made on the website via the interactive form (www.scambs.gov.uk/ldf). This will help speed up the process of registering representations. However, it is recognised that this is not appropriate for everyone.

Alternatively, representations may be made in writing using the appropriate form and sent to the council as follows:

Corporate Manager (Planning and Sustainable Communities)
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Or emailed to: ldf@scambs.gov.uk.

If you have any problems in making representations, the council will be happy to provide assistance. Please call 03450 450 500 to discuss how we can help.

Representations must be received by 12 noon on Friday 9 October.

WHAT HAPPENS NEXT?

If any new site options are submitted during the consultation period, they will be tested using the same process used to test the sites already identified in this document. They will then be published for consultation to allow representations to be made.

Once all representations have been considered by the council, a draft plan will be prepared, that the council considers is sound and can be submitted to the Secretary of State for consideration and adoption. The draft plan will then be subject to public consultation. The purpose of this stage is to gather representations on the soundness of the development plan document that is to be submitted to the Secretary of State.

The council will consider all the representations received and consider whether any changes are necessary. If the council consider that there are no substantive issues regarding the soundness of the plan, the council will submit the plan to the Secretary of State for adoption, with any minor changes that are considered appropriate. If the council concludes as a result of consultation that any significant changes are necessary, a further round of consultation on the changes would be required before the plan could be submitted.

There will then be an independent Examination, conducted by an inspector appointed by the Planning Inspectorate, to consider the 'soundness' of the plan and representations received on the draft plan. This independent inspector will subsequently produce a report, which may include changes to the plan required to make the plan sound. These changes would be binding on the council who will then proceed to formally adopting the plan.

The timetable for completing the GTDPD can be found on the council's website, but is summarised here:

STAGE	DATE
Issues and Options 1	November 2006
Issues and Options 2	Now
Consultation on further Site Options (if any further reasonable sites are proposed)	Early 2010
Submission Plan Consultation	June 2010
Submission to Secretary of State	Autumn 2010
Examination	Spring 2011
Adoption	Autumn 2011

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EXECUTIVE SUMMARY

This consultation seeks your views on potential site options for Gypsy and Traveller pitches and Travelling Showpeople plots in South Cambridgeshire. It also seeks views on planning policies that could become part of the council's Local Development Framework.

National and regional planning policy requires a significant increase in the number of Gypsy and Traveller sites in appropriate locations throughout the whole of England to meet identified needs, with a focus on increased provision over the next few years.

A review of the East of England Plan has found a pressing need for provision of sites to meet Gypsy and Travellers' needs in the region, including in South Cambridgeshire. The council has granted a number of temporary planning permissions to help address those needs during the interim period while the plan is prepared, and these will be tested as part of the plan making process.

The East of England Plan has established pitch requirements for all local authorities in the region. A pitch is the space required to accommodate one household and will vary according to the size of the household in a similar way to housing for the settled community. The number of caravans can be considered comparable to the number of bedrooms in a house.

The East of England Plan requires at least 69 new permanent pitches to be provided in South Cambridgeshire between 2006 and 2011, and an allowance for future household growth beyond 2011, adding up to a total minimum requirement of 127 pitches between 2006 and 2021. Taking account of completed sites since 2006 and outstanding permissions at 2009, the residual minimum requirement to be found through new permanent sites is 88 pitches.

The council's Local Development Framework must include land allocations to demonstrate how these pitches will be delivered. A range of site options have been tested, using criteria that we consulted on in 2006. The sources of land that have been tested have focused on those where there is a reasonable potential for delivering Gypsy and Travellers sites, a key test of the plan making process. These include the sites with temporary planning permission, unauthorised sites, the major development sites around Cambridge and the new town of Northstowe, and land owned by public authorities. This process had identified sufficient site options to meet and slightly exceed the number of pitches required. However, it has not identified a significant number of entirely new sites that would meet the planning criteria and be deliverable.

A total of 42 sites were tested. Many of those were rejected at the initial stage of the site assessment process because they failed fundamental planning considerations, such as location in the Green Belt or flood plain. We are now asking for your views on the 20 sites that performed best in the site assessment process and are considered to be potential site options. These have the potential to provide more pitches than are required, but are put forward to enable public participation on a

range of options and approaches to delivering sites over the plan period. We are also asking whether the council should consider any alternative sites.

The Gypsy and Traveller site options are:

Site Number	Location	Address	Number of Pitches
1	Edge of Cambridge (Milton)	Sandy Park, Chesterton Fen Road	28
2	Edge of Cambridge (Milton)	Plots 1, 3 & 5 Sandy Park, Chesterton Fen Road	17
3	Edge of Cambridge	Cambridge East	20
4	Edge of Cambridge	North West Cambridge – Land between Huntingdon Road and Histon Road	10
5	Edge of Cambridge / Girton	North West Cambridge – Land between Madingley Road and Huntingdon Road (University Site)	10
6	Northstowe	Northstowe	20
7	Cambourne	Cambourne	10
8	Fulbourn	Ida Darwin Hospital	5
9	Willingham	Grange Park, Foxes Meadow, Iram Drove (off Priest Lane)	1
10	Willingham	Plots 1 & 2 Cadwin Lane, Schole Road	2
11	Willingham	Plots 3 & 4 Cadwin Lane, Schole Road	2
12	Willingham	Plots 5 & 6 Cadwin Lane, Schole Road	2
13	Willingham	Land to rear of Long Acre and Green Acres, Meadow Road	3
14	Willingham	Land to rear of Long Acre, Meadow Road (1)	1
15	Willingham	Land to rear of Long Acre, Meadow Road (2)	1
16	Willingham	Site of storage/agricultural buildings east of Long Acre, Meadow Road	1
17	Willingham	The Oaks, Meadow Road	1
18	Bassingbourn	Land at Spring Lane	5
19	Swavesey	Rose & Crown Road	8
20	Whaddon	New Farm, Old North Road	2

Transit sites are temporary stop-offs used by Gypsies and Travellers who are simply passing through an area for a specific period of time. There is currently no Transit provision in Cambridgeshire. The East of England Plan requires a site to be established with access to Cambridge. The council-run Blackwell site adjoining the A14 north of Cambridge has in the past been run as a Transit site. There is wide dissatisfaction with its suitability as a permanent residential site due to its location adjacent the A14, and it is the lack of better options that has resulted in it being run as a residential site.

Views are sought on whether the following site should be returned to a Transit site:

Site Number	Location	Address	Number of Transit Pitches
21	Milton (edge of Cambridge)	Blackwell Traveller site, Milton - Transit Site option	10

This plan must also address the needs of Travelling Showpeople. The East of England Plan requires at least 30 plots to be delivered in Cambridgeshire & Peterborough between 2006 and 2021. There are two existing sites in South Cambridgeshire, both at Meldreth. There is potential capacity within one of these sites to accommodate additional plots.

Views are sought on the following Travelling Showpeople site option:

Site Number	Location	Address	Number of Plots
22	Meldreth	Bidalls Boulevard, Kneesworth Road, Meldreth Travelling Showpeople Site Option	6

Whilst the Local Development Framework will allocate land to meet the East of England Plan requirement for Gypsy and Traveller sites, the council is likely to continue to receive planning applications for land that is not allocated. The policies that will be used to judge these applications will be included within this plan. Draft policies have been included in the Issues and Options Report 2 to enable detailed comments to be submitted on the wording at this early stage in the plan making process.

The period for making comments will run from 10 July to 9 October 2009.

Responses cannot be treated as confidential and will be made available to view on the council's website.

If any new sites are suggested, the council will test them and there will be another opportunity to comment on any reasonable options that perform well against the site assessment process.

Following the consultation process, the council will consider the representations received, choose which sites should be allocated, and prepare a draft plan. There will then be a further period of public consultation on the plan that the council wishes to adopt before it is formally put forward for public examination.

An independent inspector will then consider the overall soundness of the plan, having taken account of objections made, and will determine whether or not the plan meets

the various legal and policy tests, and whether the plan can be adopted. The Inspector's Report is binding on the council which means that the council must make any changes that the Inspector identifies before it can adopt the plan.

1. INTRODUCTION

PURPOSE AND STRUCTURE OF THIS DOCUMENT

- 1.1 The purpose of this Issues and Options 2: Site Options and Policies document is to consult on potential site options for allocation as Gypsy and Traveller sites and Travelling Showpeople sites. These have been identified through a site assessment process using criteria resulting from the Issues and Options 1 consultation in 2006. The current consultation also provides a further opportunity for any other site options to be suggested. The document also consults on potential planning policies that could be included in the plan.
- 1.2 This document includes the following sections:
- 1. Introduction** – The purpose of the Gypsy and Traveller DPD, how it fits into the wider Local Development Framework and other Council Strategies.
 - 2. Context** – Provides the national, regional and local policy context relevant to the plan.
 - 3. Vision and Objectives** – Proposes a vision and objectives for the plan to achieve.
 - 4. Requirement for new sites** – Details the number of pitches that the plan needs to identify.
 - 5. Sources of new sites** – Identifies the types of land that could yield new sites.
 - 6. Approach to site testing** – Explains the criteria for used for testing sites.
 - 7. Site options for consultation** – Lists the 20 site options that the Council is seeking views on.
 - 8. Transit Provision** – Details issues surrounding the provision of Transit sites, and one site option for consultation.
 - 9. Travelling Showpeople Provision** – Details issues surrounding the provision of Travelling Showpeople sites.
 - 10. Gypsy and Traveller Sites in the Green Belt** – Seeks views on the approach that should be taken if sites are allocated in the Green Belt.
 - 11. Gypsy and Traveller Sites at Major Development Sites** – Details how sites could be delivered in major developments, and seeks views on issues including the timing, location, and design of sites.

12. Existing Gypsy and Traveller Policies in South Cambridgeshire –

There is one remaining saved policy relating to the provision of Gypsy and Traveller pitches at Chesterton Fen Road, views are sought on the proposal to delete it.

13. Policies for Considering Planning Applications – Seeks views on draft policies for considering windfall applications, and the design of new sites.

14. Monitoring – Seeks views on proposals for monitoring the future impact of the Gypsy and Traveller Development Plan Document.

Appendix A. Rejected Options – Lists the 22 rejected site options and why they were rejected. Comments can be made on these sites.

Appendix B. Summary of Sustainability Appraisal – A summary of the sustainability appraisal that has been carried out on the options and policies.

Appendix C. Gypsy and Traveller Completions and Commitments – A list of Gypsy and Traveller sites completed between January 2006 and March 2009, and with planning permission but not yet completed at March 2009.

This Issues and Options Report is accompanied by three additional documents, which support the main document but are also published for consultation:

Technical Annex - which includes sections on the following:

- the site assessment criteria (Section A);
- site assessment matrices for each of the sites (Sections B and C);
- location and constraints maps for the site options and the rejected sites (Section D);
- the review of publicly owned land (Section E);
- the identification of major development site options (Section F);
- the review of existing authorised sites (Section G);
- response to issues and options 1 consultation and development of policies (Section H);
- a detailed glossary and list of abbreviations (Section I); and
- a bibliography of reference documents and sources of further information (Section J).

Sustainability Appraisal - this Issues and Options Report has been subject to Sustainability Appraisal, carried out by Scott Wilson consultants in accordance with government regulations. This is to ensure that the site options and policies can be considered in the light of full information on their social, environmental and economic impact. A summary of the appraisal has been included in Appendix B of this report.

Habitats Regulations Assessment – considers the impact on Natura 2000 or Ramsar sites (internationally important nature sites).

Equality Impact Assessment – considers the impact of the options to promote equality in policy making.

WHAT IS THE LOCAL DEVELOPMENT FRAMEWORK?

- 1.3 The Local Development Framework (LDF) provides the planning policy framework for South Cambridgeshire. The LDF sets a vision for the future of South Cambridgeshire and include objectives and targets, which developments must meet to secure that vision. Essentially, this framework for growth will guide where, when and how development should take place.
- 1.4 The Local Development Framework:
- Takes account of national and regional planning policies.
 - Identifies sites for major development.
 - Provides the framework of policies for assessing all planning applications.
 - Enables infrastructure and service providers to bring forward their services when needed by new development.
 - Enables the public to be fully involved in developing local policies and proposals.
- 1.5 The LDF forms part of the Development Plan for South Cambridgeshire. The Development Plan is made up of those plans which have been statutorily adopted and which cover the district. The composition of the current Development Plan is set out in the council's Local Development Scheme (LDS). It also lists which Local Development Documents are to be produced and when. The Gypsy and Traveller Development Plan Document will become part of the LDF.

PURPOSE OF THE GYPSY AND TRAVELLER DEVELOPMENT PLAN DOCUMENT

- 1.6 The Gypsy and Traveller Development Plan Document (GTDPD), as part of the council's LDF, will form a vital tool for implementing the council's Gypsy and Traveller Community Strategy, and will set out policies and proposals as they relate to planning for Gypsies and Travellers, and Travelling Showpeople in the district, covering the period 2006 – 2021.

- 1.7 Everyone should have the opportunity for a decent home. Travelling and living in a caravan is part of the heritage of a Gypsy and Traveller and not a lifestyle choice. Gypsies and Travellers are recognised ethnic groups and are entitled to the same access to housing as the settled community. The current shortage of authorised sites across the country has meant some Gypsies and Travellers have to set up home on land belonging to others or on their own land without permission.
- 1.8 Gypsies and Travellers constitute South Cambridgeshire's largest minority ethnic community, comprising 1% of its population. Gypsies and Travellers are often more disadvantaged than any other ethnic group in terms of access to healthcare and education. If provision is not made for enough authorised sites, unauthorised camping is likely to continue. The number of sites required is extremely small relative to the 23,500 dwellings required by the east of England Plan to be delivered in the district between 2001 and 2021.
- 1.9 The problems associated with unauthorised sites, such as the costs of taking enforcement action, the tension that exists between Gypsies and Travellers and the settled community, and the social exclusion experienced by Gypsies and Travellers on unauthorised sites, will continue unless appropriate provision is made. The aim of the GTDPD is to reduce the occurrence of unauthorised sites by making sufficient new provision for Gypsies and Travellers in the district, within the framework provided by the East of England Plan for the region as a whole.
- 1.10 The GTDPD will address the full range of land use and planning issues that need to be taken into account to bring forward Gypsy and Traveller sites over the plan period, including how they relate to the settled community. The GTDPD will identify a number of sites to be allocated for development as Traveller and Gypsy sites.
- 1.11 In addition, the plan will address planning issues regarding Travelling Showpeople. Travelling Showpeople are self-employed businesspeople that, because of their distinctive lifestyle, form a close-knit community with a distinctive culture. A feature of this culture is the importance placed on extended family links often reinforced by family business ties. Older family members, traditionally, are cared for and supported by their family when they no longer actively travel. Sites were often referred to as 'winter quarters', although as the types of employment are changing they may be used at other times of the year. They need secure, permanent bases for the storage of equipment when not in use. Most Showpeople need to live alongside their equipment, so sites must be suitable for both residential and business use.

LINKS TO SOUTH CAMBRIDGESHIRE CORPORATE AIMS AND VALUES

- 1.12 The council has adopted the following corporate aims and values, which underpin the overall direction for the authority:

Aims:

- We are committed to being a listening Council, providing first class services accessible to all.
- We are committed to ensuring that South Cambridgeshire continues to be a safe and healthy place for you and your family.
- We are committed to making South Cambridgeshire a place in which residents can feel proud to live.
- We are committed to assisting provision for local jobs for you and your family.
- We are committed to providing a voice for rural life.

Values:

- Mutual Respect.
- Trust.
- A commitment to service improvement.
- Customer Service.

LINKS TO THE SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER COMMUNITY STRATEGY

- 1.13 This strategy, South Cambridgeshire's first focusing on Gypsy and Traveller communities, will aim to ensure that these communities inform council planning, enjoy equality of service provision and are part of cohesive communities within which people from different backgrounds participate together and share equal rights and responsibilities. The strategy is currently being prepared, and will be the subject of a separate consultation.

LINKS TO THE SOUTH CAMBRIDGESHIRE SUSTAINABLE COMMUNITY STRATEGY

- 1.14 The South Cambridgeshire Local Strategic Partnership (LSP) was set up in 2003 to further improve quality of life for those living, working and visiting the district. This partnership includes public, private, community and

voluntary sector organisations. The partnership has developed a Sustainable Community Strategy to outline its joined up approach to improving the area. The strategy, which runs from 2008 until March 2011, includes four objectives:

1. **Active, healthy and inclusive communities** where residents can play a full part in community life, with a structure of thriving voluntary and community organisations.
2. **Safe and clean communities** where residents do not feel vulnerable or isolated and need not fear crime or anti-social behaviour.
3. **Building successful new communities**, where developments include affordable homes to meet local needs and form attractive places where people want to live, and which are supported by a full range of quality services and social networks.
4. **A sustainable infrastructure and environment** with good transport links and access to the countryside of the district, which is itself protected and improved, and with sustainable measures, which minimise waste and tackle climate change.

1.15 The GTDPD will contribute to the achievement of these objectives by assisting the delivery of appropriate sites to meet the needs of the Gypsy and Traveller community.

LINKS TO COMMUNITY ENGAGEMENT STRATEGY

1.16 The council's Community Engagement Strategy focuses on ensuring that communities shape and influence council practice by developing integrated systems to engage all local communities appropriately. Its aims are:

1. To put **public involvement at the centre** of everything the council does.
2. To strive for a **broad representation** of residents.
3. To be **honest, open and transparent** in communications with the public to ensure there is easy access to relevant and clear information.
4. To ensure that the views, needs, expectations and **outcomes of engagement** activities are used to inform decision making processes, policy development and service planning.
5. To provide **clear guidance** and promote consistent standards of engagement across the council.

6. To listen to communities and **give feedback** to participants about outcomes of engagement activities.

COMMUNITY INVOLVEMENT ON THE GTDPD

- 1.17 South Cambridgeshire District Council has made a firm commitment to involving the community in all stages of the preparation of the Gypsy and Traveller Development Plan Document. In line with government guidance, a Statement of Community Involvement is being produced by the council. In the meantime, the plan will be tested against the requirements of the Town and Country Planning (Local Government) (England) Regulations 2004 (as amended 2008 and 2009).
- 1.18 Early consultation was undertaken ahead of any plan documents being prepared to ensure the views of those involved could be fully taken into account. The Gypsy and Traveller community were consulted on their needs, concerns and aspirations at a workshop in May 2006. A workshop was also carried out with parish councils in June 2006. Initial consultation with other key stakeholders, including the council's Travellers Liaison Group and also the Ormiston Travellers' Initiative (a charitable organisation that seeks to help Gypsies and Travellers access mainstream services), was also undertaken.
- 1.19 The Issues and Options Report 1: General Approach was the first public participation stage in the production of the plan. Representations were invited during a six-week period running from 13 October 2006 to 24 November 2006. Public participation involved a display in reception at South Cambs Hall, an interactive website, articles in the South Cambs Magazine delivered to all households in the district, copies of the reports being made available at the council's offices and at public libraries and local access points and interviews with the council Leader on the Travellers radio station "Rokker Radio". Copies of the reports were also sent to key organisations including statutory bodies such as parish councils. During the consultation period 1,150 representations were received.
- 1.20 A further consultation exercise with key stakeholders in the settled and Gypsy and Traveller communities took place in March 2007 to discuss the findings of the Issues and Options Report 1 consultation and the approach to be used by SCDC for site selection and assessment.
- 1.21 The public participation exercises outlined above provided an early opportunity for local communities, individuals and organisations to be part of the process of identifying the direction the GTDPD should take. The council have taken these views into account in determining the approach to be taken in developing the plan up to this point.

- 1.22 The Issues and Options Report 2: Site Options and Policies is the second public participation phase of the GTDPD preparation where views are now sought on specific site options and policies. A detailed search has been undertaken and potential sites for Gypsy and Traveller pitches have been identified and assessed against the criteria-based approach resulting from the first consultation. At this stage a range of sites are being put forward to enable effective participation, and this is also the opportunity for the public to put forward further site options for consideration by the council. If any new sites are suggested, the council will test them and there will be another opportunity to comment on any reasonable options that perform well against the site assessment process. Views are also sought on draft policies which would be included in the GTDPD to judge planning applications for new Gypsy and Traveller and Travelling Showpeople sites.

2. CONTEXT

THE NATIONAL POLICY CONTEXT

- 2.1 Nationally, planning requirements and advice are set out in Planning Acts, Policy Statements, Government Circulars and in other documents. South Cambridgeshire District Council (SCDC) must comply with the legislation and legal requirements contained in these documents when preparing the Local Development Framework.
- 2.2 The government guidance relevant to the preparation of this plan includes Circular 01/2006 - Planning for Gypsy and Traveller Caravan Sites. This document sets out the obligation of local authorities to allocate sufficient sites for Gypsies and Travellers in site allocation DPDs. It also identifies a set of criteria that should be considered when allocating sites. Circular 01/2006 says 'The number of pitches set out in the Regional Spatial Strategy must be translated into specific site allocations in one of the local authority's DPDs.' ...'Criteria must not be used as an alternative to site allocations in DPDs where there is an identified need for pitches. Local planning authorities will need to demonstrate that sites are suitable, and that there is a realistic likelihood that specific sites allocated in DPDs will be made available for that purpose. DPDs will need to explain how the land will be made available for a Gypsy and Traveller site, and timescales for provision.'
- 2.3 Circular 01/2006 also provides a clear definition of Gypsies and Travellers for planning purposes as '*Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.*'
- 2.4 Circular 04/2007 - Planning for Travelling Showpeople provides government guidance on planning for Travelling Showpeople provision. It defines Travelling Showpeople as '*Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently.*'
- 2.5 Circular 04/2007 requires that the needs of Travelling Showpeople are to be treated in a similar way to those of Gypsies and Travellers, with provision requirements created through regional plans and implemented through district plans.

- 2.6 In preparing this document, the council also has had regard to our obligations under the Race Relations (Amendment) Act 2000. Under this Act, councils have a general duty to actively seek to eliminate unlawful discrimination and to promote equality of opportunity and good race relations.
- 2.7 In identifying sites, SCDC has considered and applied where appropriate recent publications from the Department for Communities and Local Government, in particular Designing Gypsy and Traveller Sites – Good Practice Guidance.

THE REGIONAL POLICY CONTEXT

- 2.8 The regional policy context is provided by the East of England Plan 2008. Policy H3 states that local authorities should make provision for sites / pitches to meet the identified needs of Gypsies and Travellers living within or resorting to their area. However, this policy is the subject of a single-issue review, in order to address provision of Gypsy and Traveller caravan sites in the region, and provide strategic guidance on the minimum number of pitches that should be provided in each district. Details of the review can be found on the East of England Regional Assembly's website: www.eera.gov.uk.
- 2.9 The draft replacement policy, submitted to the Secretary of State in February 2008, has been subject to an Examination in Public, and the independent panel of inspectors have reported on their conclusions. The Secretary of State has considered their representations and proposed a number of changes that were the subject of further consultation in Spring 2009. The Secretary of State will now consider the representations, and the plan is likely to be adopted later this year.
- 2.10 The emerging regional policy seeks to achieve new provision across the region, rather than focused on a few areas. Evidence considered included Gypsy and Traveller Accommodation Assessments prepared by local authorities in the region, including the Cambridge Sub-Region Travellers Needs Assessment. The emerging policy requires all districts to provide at least one new site. This will help achieve delivery of new sites as soon as possible, and provide choice for Travellers as to where they can locate across the region.
- 2.11 Preparation of the GTDPD has begun in advance of completion of the single-issue review but is being prepared to comply with the emerging policy. Later stages of the plan-making process will need to reflect any changes made to the final East of England Plan policy once it is adopted.

THE LOCAL CONTEXT

- 2.12 South Cambridgeshire is located in the middle of the East of England at the junction of the M11 / A14 roads and with direct rail access to London and to Stansted Airport. It is a largely rural district, which surrounds the city of Cambridge and comprises 102 villages. It is surrounded by a ring of market towns just beyond its borders, which are generally 10 to 15 miles from Cambridge. The district is part of one of the government's four "growth" areas identified for substantial development to 2021 and potentially beyond. Population forecasts predict the district to grow by 25% by 2021 from a population of 138,200 people in 2006. There is significant growth planned for the district, including the new town of Northstowe, and urban extensions to the City of Cambridge which include land in South Cambridgeshire.
- 2.13 South Cambridgeshire has recorded more Gypsy and Traveller caravans than any other district in England, a total of over 600 in recent years. A significant majority of these caravans are located on authorised sites, with planning permission. There is an important distinction between individual caravans and what is known as a "pitch" which can accommodate several caravans belonging to an individual family. The plan must make provision for pitches. The number of caravans can be considered comparable to the number of bedrooms in a house.
- 2.14 At 2006 there were 214 authorised permanent residential pitches in the district. The highest concentrations of permanent authorised sites are in the Chesterton Fen Road area of Milton parish, and Smithy Fen, Cottenham. There are a number of small sites located around the district, including in Rampton, Willingham, Meldreth, and Histon.
- 2.15 As part of the permanent Gypsy and Traveller provision, the council operates two sites within the district – at Blackwell, Milton and New Farm, Whaddon. Both sites are currently at full capacity with 15 and 14 pitches occupied respectively. However at Blackwell there is wide dissatisfaction with its suitability as a permanent Gypsy and Traveller residential site due to its location adjacent the A14.
- 2.16 In July 2005 SCDC recorded 183 caravans on unauthorised sites, at that time the second highest number of caravans on unauthorised sites in the country. As well as taking planning enforcement action where appropriate, the council granted a number of temporary planning consents as an interim measure prior to completion of the GTDPD and the East of England Plan single-issue review. This has dramatically reduced the number of caravans on sites without either permanent or temporary planning consent, to 29 in January 2009.
- 2.17 Most of the remaining unauthorised caravans are located on Gypsy-owned land without planning permission, usually near authorised Gypsy-owned sites. The largest concentration of unauthorised sites is located in

Cottenham. Unauthorised encampments also occur on highway verge land or on privately owned land where Gypsies and Travellers are passing through or have been displaced from other accommodation.

- 2.18 There are two existing Travelling Showpeople sites in the district, both located near Meldreth.

3. VISION AND OBJECTIVES

3.1 Spatial plans should include a vision for the future of places that responds to the local challenges and opportunities, and sets out how the area should develop. It should provide a vision of the future once the plan has been implemented. The GTDPD needs to include a vision of what the plan is aiming to achieve with regard to provision for Gypsy and Travellers and Travelling Showpeople.

3.2 The following vision is proposed for the GTDPD:

South Cambridgeshire contributes fully to the regional provision of Gypsy and Traveller and Travelling Showpeople accommodation, meeting the needs of existing and future generations in appropriate locations with well-designed sites. There will be a range and choice of accommodation, including at major growth areas, which will contribute to the improvement of living conditions. Occurrences of illegal and unplanned Travelling encampments and development will be reduced.

QUESTION Q1:
Do you agree with the vision?

3.3 In order to achieve the vision, the GTDPD needs objectives which set out the actions needed to be achieved by the plan.

3.4 The following objectives are proposed:

- *To address the full range of land-use and planning issues, including sustainability and good design, that need to be taken into account regarding Gypsy and Traveller sites and Travelling Showpeople sites.*
- *To ensure an adequate and appropriate supply of sites to meet the numbers required by the East of England Plan in South Cambridgeshire.*
- *To provide a clear framework for making decisions on planning applications regarding Gypsy and Traveller sites and Travelling Showpeople sites.*
- *To minimise the number of unauthorised encampments and unauthorised developments.*
- *Contribute to achieving the aims of the South Cambridgeshire Gypsy and Traveller Community Strategy.*

QUESTION Q2:

Do you agree with the objectives of the plan? Should alternative objectives be used?

4. REQUIREMENT FOR NEW SITES FOR GYPSIES AND TRAVELLERS

- 4.1 Gypsy and Traveller sites are made of up pitches. A pitch is the space required to accommodate one household and will vary according to the size of the household in a similar way to housing for the settled community. The number of caravans can be considered comparable to the number of bedrooms in a house. A pitch will also include an amenity building, parking area and small garden area.
- 4.2 The emerging East of England Plan policy requires a minimum of 69 additional pitches to be provided in South Cambridgeshire between 2006 and 2011. Appropriate provision must continue beyond 2011, to accommodate household growth. This is addressed through a 3% compound annual growth rate, following the regional pitch distribution. This creates an additional requirement of 58 pitches in South Cambridgeshire for the period 2011 to 2021.
- 4.3 The plan period for the GTDPD is 2006 to 2021. This reflects the plan period of the East of England Plan, and allows planning for the longer term, particularly important for major developments which are being planned now but will be delivering development for a further 10 or 15 years. Therefore the plan must identify sites in order to deliver at least 127 pitches between 2006 and 2021. It should be noted that the requirements for provision within the district could change if the East of England Plan policy is changed by the Secretary of State when it is adopted.
- 4.4 The plan must also consider the phasing and delivery of sites to ensure adequate provision over the timescale of the plan. The East of England Plan frontloads provision for the first five years of the plan period, setting a higher target in order to address a backlog of need across the region. The GTDPD will need to allocate sites that can be delivered in the short term to meet that need, as well as sites that can be delivered in the longer term to accommodate future household growth in the Gypsy and Traveller community.
- 4.5 Any pitches that have been completed after January 2006 count towards delivery of the East of England Plan requirements. Between January 2006 and January 2009 13 permanent pitches were completed in the district. In addition, a permanent planning consent at Southgate Farm, Chesterton Fen Road, Milton for 26 new pitches utilising an area of former agricultural land, remains under construction at time of writing.
- 4.6 Sites with temporary planning permission cannot be counted towards long term supply and have been tested through the site assessment process to see if they are suitable site options to address the need for Gypsy and Travellers sites.

- 4.7 This leaves a requirement for at least 88 pitches to be identified in the GTDPD, as set out in Table 1 below. Details of completions and commitments are contained in the Appendix C.

Table 1: Gypsy and Traveller Pitch Requirements

East of England Plan Requirements for South Cambridgeshire	
Minimum Requirement 2006 to 2011	69
Minimum Requirement 2011 to 2016	27
Minimum Requirement 2016 to 2021	31
TOTAL MINIMUM REQUIREMENT	127
Existing Supply	
Completions 2006 to 2009	13
Commitments at 2009	26
RESIDUAL MINIMUM REQUIREMENT	88

5. POTENTIAL SOURCES OF LAND FOR NEW SITES

- 5.1 One of the biggest challenges of this plan is to ensure that an adequate supply of suitable, sustainable and deliverable sites is allocated in order to meet the accommodation needs of Gypsies and Travellers.
- 5.2 Gypsy and Traveller needs for accommodation are invariably different to that of standard housing but consideration of location should be similar in many ways, and have regard to the health, welfare and social impact it may cause. Generally residential development outside settlement frameworks is not allowed, but Gypsy and Traveller sites historically tend to be in these countryside areas. Following consultation the council's preferred approach is to consider locating sites either within settlements, or outside but close to settlement frameworks, with any allocations identified specifically for use as a Gypsy and Traveller sites. This is consistent with national planning policy provided by Circular 01/2006, although there remains a presumption against development in the Green Belt which is addressed in Section 10.
- 5.3 This report identifies a range of site options, and is seeking views on their suitability. At the Issues and Options stage, the plan making process requires that the council identifies "reasonable alternatives" for site allocations, and it is not sufficient to only identify the minimum amount of land to meet the allocations requirement if other reasonable options exist. When the draft plan is prepared it will identify which options are proposed to be allocated for development, and consider the cumulative impact of the package of sites selected. At that time there will be another opportunity to make representations.
- 5.4 The assessment has focused on sources of land that the council can have confidence can be delivered, a key requirement of the GTDPD. These sources are:
- Sites suggested through public consultation.
 - Extension of existing authorised sites.
 - Land with temporary planning permission as Traveller sites.
 - Currently unauthorised Traveller sites.
 - Former council run Travellers sites.
 - Land in public ownership.
 - Major developments.

SITES SUGGESTED THROUGH PUBLIC CONSULTATION

- 5.5 Government guidance PPS12: Local Development Frameworks makes clear that all those who wish land to be allocated for development should ensure that their sites are brought forward early in the plan making process so that they can be considered by the local planning authority. An opportunity was given during the consultation stage of Issues and Options

Report 1 for the public to come forward with potential sites for Gypsy and Traveller pitches. The only site suggested was at Chesterton Fen Road Milton, and this has been subject to testing (Site R14).

- 5.6 It should be noted that the current consultation provides a further opportunity for new sites to be suggested.

REVIEW OF EXISTING AUTHORISED SITES

- 5.7 Existing authorised sites have been reviewed to consider whether additional allocations could be made to extend sites with new areas of land. Detailed information on the review carried out is included in the Technical Annex – Section G. In most cases it is considered that existing authorised sites are not appropriate for extension, but there is one site where a small extension may be appropriate.
- 5.8 In addition, small site options have been identified where there are obvious infill plots between existing authorised sites and temporary consents, which may be logical additional sites if the current temporary consented sites were allocated.

LAND WITH TEMPORARY PLANNING PERMISSION AS GYPSY AND TRAVELLER SITES

- 5.9 There are a number of existing Gypsy and Traveller sites that have been granted a temporary planning permission. This reflects government guidance, and is justified where there is currently an unmet need, but where it is expected that the planning circumstances will change in a particular way at the end of the period of the temporary permission. The preparation of the GTDPD and the completion of the East of England Plan Review is such a circumstance.
- 5.10 The council made a commitment following the first Issues and Options consultation to test unauthorised sites. This includes the 72 pitches on sites with temporary planning consent, which are defined by government as ‘unauthorised tolerated’. Some have performed well against the criteria and are included as options for consultation. Others perform badly, and do not pass the criteria, and have therefore been included as rejected options.

CURRENTLY UNAUTHORISED GYPSY AND TRAVELLER SITES

- 5.11 There are only a small number of unauthorised sites in the district. They have been tested against the assessment criteria. Sites that have been recently refused planning permission and are not currently occupied have also been assessed.

FORMER COUNCIL RUN TRAVELLERS SITES

- 5.12 There are two former council-run sites, at Meldreth and Willingham, that have been closed for some time. The Willingham site is currently partially in use as a small emergency stopping site. The sites have been assessed against the council's criteria-based approach, but perform poorly, and have therefore been identified as rejected options.

LAND IN PUBLIC OWNERSHIP

- 5.13 Government guidance in Circular 01/2006 advises that publicly owned land maybe a suitable source of land to identify new Traveller sites. SCDC is not an extensive landowner. Land it does own has been reviewed against the criteria, and is not suitable for Gypsy and Traveller pitches. Cambridgeshire County Council is a more extensive landowner, and has provided information on land holdings to assist in the production of this GTDPD. Land in its ownership has been reviewed by South Cambridgeshire District Council to ascertain whether it could be suitable for new sites. The County Council will be consulted on the document and its views as landowner will be specifically sought. Other public landowners have also been contacted with regard to the availability of land, but no site options were identified. Detailed information on the review of public land is included in the Technical Annex – Section E.

MAJOR DEVELOPMENTS

- 5.14 There a number of major development sites planned in the district which have the potential to include provision for Gypsy and Traveller pitches. These sites include a new town and large urban extensions, being planned to provide hundreds of new dwellings along with supporting services and infrastructure. The emerging East of England Plan policy specifically identifies major development sites as a potential source of Gypsy and Traveller sites. Provision for Gypsies and Travellers could be integrated with the developments in order that they meet the needs of the whole community.
- 5.15 Further issues of how Gypsy and Traveller sites could be delivered at major developments are explored at Section 11 of this report.

QUESTION Q3:

Do you know of any additional sites/land within the district that might be suitable and available that should be considered?

6. THE APPROACH TO SITE TESTING

- 6.1 The council has devised a comprehensive set of site selection criteria both to guide the initial identification of site options and to assist their detailed evaluation. It has taken account of the environmental, economic and social issues identified in the Issues and Options Report 1: General Approach, and considered the representations received. A detailed methodology entailing a three-tier site selection process has been developed, and is summarised below. Testing of sites has included advice from other departments within the council, and the views of external bodies have also been sought, such as the County Council (highways, education and archaeology), Environment Agency, Primary Care Trust (PCT), fire service and police. The Technical Annex – Section A provides greater detail on the process of identifying and assessing site options, and a more detailed explanation of the three-tiered site assessment.

THE THREE TIERED SITE ASSESSMENT PROCESS

- 6.2 The site assessment process has been divided into three 'tiers', each looking at a different aspect of the suitability of a site. Further information and the site assessment criteria are included in the Technical Annex – Section A, but the broad approach is outlined here.
- 6.3 The three-tiers are as follows:

Tier 1: Location & Key Constraints

Tier 2: Infrastructure

Tier 3: Impact, Access and Deliverability

Tier 1: Location & Key Constraints

- 6.4 Tier 1 is intended to act as a high level sieving process, to identify whether the location is appropriate as a matter of principle and whether the site warrants more detailed testing.

Access to services and facilities

- 6.5 Following consultation on the first Issues and Options Report, the council determined that sites should ideally be within 1,000m of Cambridge or Northstowe, a Rural Centre, Minor Rural Centre, or a better-served Group Village. These are terms used in the council's Core Strategy DPD to define the sustainability of a settlement. This distance was measured from the edge of the development framework, a line drawn on the LDF Proposals Map to show the edge of the built up area of a settlement. It was also determined that sites should have good access to the key amenities of a doctors surgery or medical centre, a primary school, and a food shop. All three services should be available within 2,000m. In combination these

tests allowed search areas to be created around the better served settlements in the district to aid the identification of new sites. Map 1 illustrates these areas.

Valued areas and constraints

- 6.6 Tier 1 then considers whether a site would impact on any valued areas such as nature conservation sites or ancient monuments. It also considers whether the site would be located in or affected by any hazard areas. Examples of hazard areas include where land susceptible to flooding. Where these issues are unlikely to be possible to overcome the site is rejected.

The Green Belt

- 6.7 Gypsy and Traveller sites in the Green Belt are normally inappropriate development. Alternatives should be explored before Green Belt locations are considered. As a matter of principle, no new sites will be identified in the Green Belt, unless the assessment process demonstrates that there are not sufficient suitable sites outside the Green Belt. New sites in the Green Belt are rejected at Tier 1.
- 6.8 Under national planning policy, in exceptional circumstances sites could be identified in the Green Belt specifically for use as Gypsy and Traveller sites. Where there are existing sites in the Green Belt that do not have permanent planning permission, these have been tested through the site assessment process to see if there may be exceptional circumstances for considering them, particularly as they are clearly deliverable. See the site assessments and Section 10 of the consultation document for further consideration of this issue.
- 6.9 Sites that passed testing though Tier 1 were then subject to testing under Tier 2. Sites that fail Tier 1 were rejected as they do not provide reasonable options.

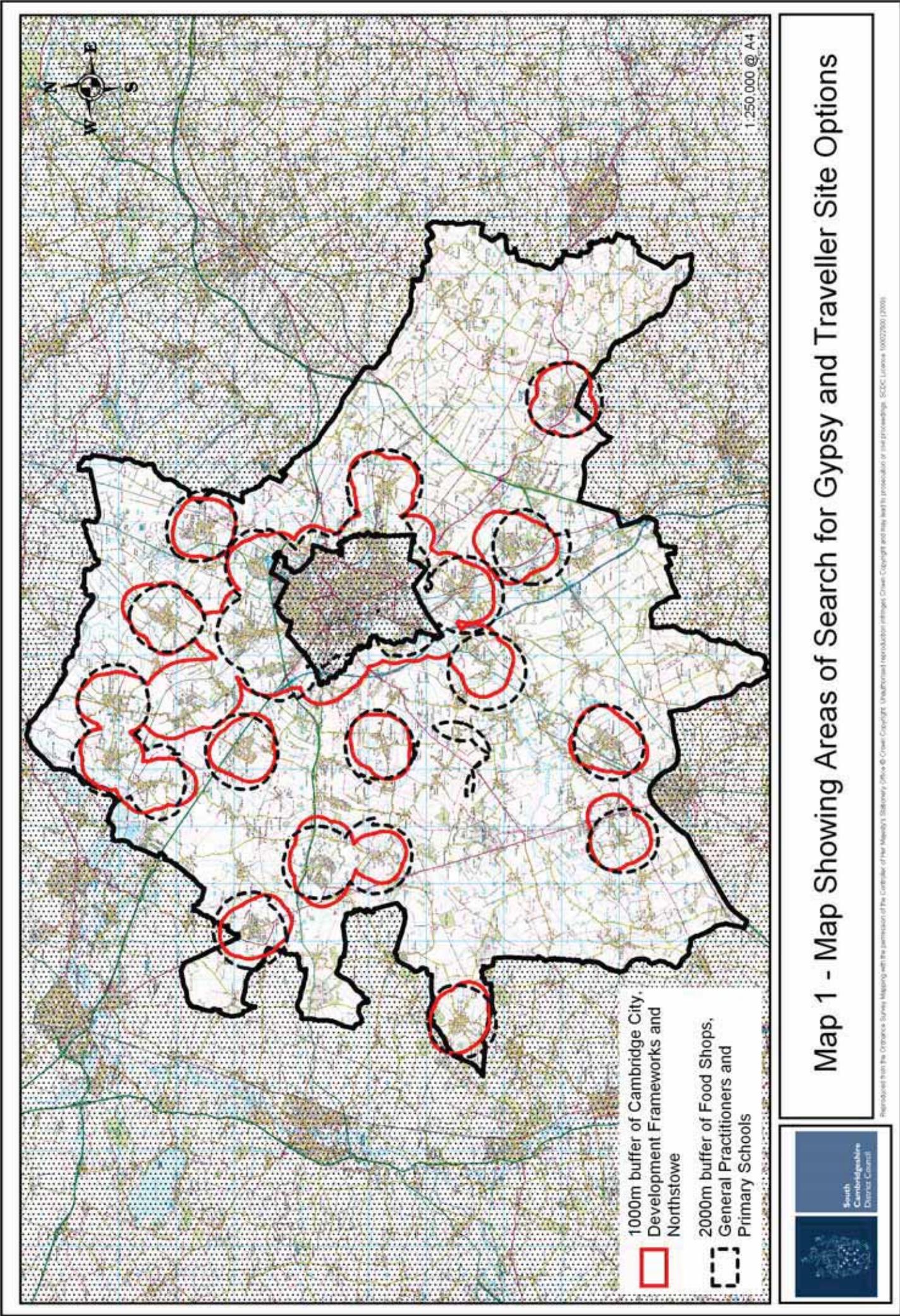
Tier 2: Infrastructure

- 6.10 Tier 2 includes a series of tests with regard to infrastructure to serve a site. Sites need to have appropriate road access, as well as safe walking and cycling access to the nearest centre, and access to public transport. They also need access to basic infrastructure, such as water and electricity supplies. Services and facilities need to be available in the wider area to serve the site, and should be capable of doing this without having a detrimental impact on existing service provision. Particular consideration is given to school and medical facilities.

- 6.11 Sites that passed the Tier 2 assessment were then subject to testing under Tier 3. Sites that fail tier 2 were rejected, as they do not provide reasonable options.

Tier 3: Impact, Access, and Deliverability

- 6.12 Tier 3 involves a detailed site appraisal of the options remaining after Tiers 1 and 2. The design and impact section considers the impact on the character and appearance of the surrounding area, the effect on amenity of nearby land uses, and impact of surrounding land uses on the potential amenity of a Travellers site. Access to facilities is looked at in more detail by looking at actual distances using available routes to a wider range of local amenities.
- 6.13 Deliverability is a key issue for the plan. Sites should only be allocated if it can be demonstrated that they can be delivered. Consideration has been given to ownership, availability of the site, and potential costs associated with acquisition of the site for Gypsy / Traveller use.
- 6.14 Sites that passed the Tier 3 assessment were considered reasonable site options for consultation. Sites that fail Tier 3 were rejected, as they do not provide reasonable options.



1000m buffer of Cambridge City,
Development Frameworks and
Northstowe

2000m buffer of Food Shops,
General Practitioners and
Primary Schools

Map 1 - Map Showing Areas of Search for Gypsy and Traveller Site Options



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7. SITE OPTIONS FOR CONSULTATION

- 7.1 After reviewing the potential sources of land, 42 site options for Gypsy and Traveller sites were identified for testing. Each of these sites was subject to the three tier testing process detailed in the previous chapter. The completed testing matrices for each site are included in the Technical Annex – Section B.
- 7.2 A total of 20 sites passed all three tiers and are considered reasonable options for consultation. These comprise a mix of sites with temporary planning permission that performed well against the site assessment criteria, major developments that have potential to provide sites for Gypsy and Travellers needs consistent with the emerging East of England Plan, and a small number of entirely new sites including on publicly owned County Council land where there is potential to secure delivery. All the site options are primarily for residential uses, rather than mixed uses incorporating employment.
- 7.3 The number of pitches identified in the 20 site options totals 149. This is more than the minimum of 88 pitches that the council needs to allocate through the plan. It is a requirement under the plan making process to identify reasonable options at this stage in the process, which will be tested through consultation, and a final set of allocated sites which provide an appropriate package of sites and pitch numbers to meet short term and longer term needs will be identified in the draft submission GTDPD.
- 7.4 A key consideration will also be the timing of delivery. The site testing therefore identifies when a site may be capable of being delivered, in particular if it can meet more urgent needs up to 2016, or the longer term growth to 2021. In terms of the East of England Plan requirement to 2011, the existing temporary consents that provide suitable options would have the advantage of being capable of being delivered earlier. This information will aid the eventual allocation of sites to enable a phased programme of development that meets immediate needs and longer term growth.
- 7.5 These sites have also been tested through the Initial Sustainability Appraisal that accompanies this report. The role of the Sustainability Appraisal is to test site options and policies on their social, environmental and economic impact using a broad range of sustainability objectives created to test the council's LDF. A summary of the outcomes of the appraisal is included in the site summaries below. The Initial Sustainability Appraisal is also published for consultation.
- 7.6 Three maps are included in Appendix D which show:
- the locations of existing authorised sites;
 - the locations of the site options subject to consultation; and
 - the combined locations of the existing authorised sites and the site options subject to consultation.

7.7 The council would now welcome feedback from the public and stakeholders on the site options for consultation listed in Table 2 below. Further detail is provided in the site summaries for each site option that follow the table (the full site assessment matrices are included in the Technical Annex – Section B). Comments on the suitability of the sites, the number of pitches and the mix and location of sites are also welcome.

7.8 This is also the opportunity to suggest reasonable alternative sites to the council for consideration, and comment on the rejected sites. Of the initial 42 sites 22 were rejected following the three tier testing process. They are not considered reasonable options for Gypsy and Traveller sites, and have therefore not been subject to Sustainability Appraisal. They are listed in Appendix A, including a summary of the reasons for rejection (further details are included in the Technical Annex – Section C).

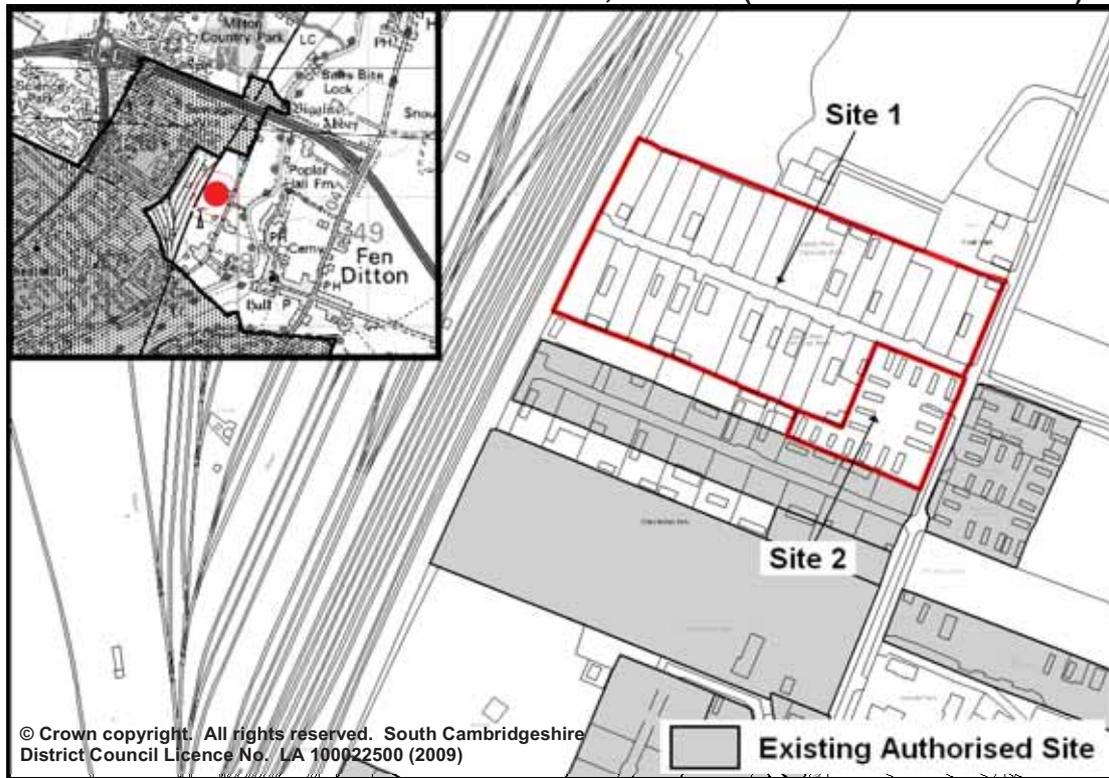
Table 2: Site Options for Consultation

Site Number	Source	Location	Address	Number of Pitches	Potential Delivery
1	Temporary Consent	Edge of Cambridge (Milton)	Sandy Park, Chesterton Fen Road	28	By 2016
2	Temporary Consent	Edge of Cambridge (Milton)	Plots 1, 3 & 5 Sandy Park, Chesterton Fen Road	17	By 2016
3	Major Development	Edge of Cambridge	Cambridge East	20	By 2016 or 2016-21
4	Major Development	Edge of Cambridge	North West Cambridge – Land between Huntingdon Road and Histon Road	10	By 2016
5	Major Development	Edge of Cambridge / Girton	North West Cambridge – Land between Madingley Road and Huntingdon Road (University Site)	10	2016-21
6	Major Development	Northstowe	Northstowe	20	By 2016 or 2016-21
7	Major Development	Cambourne	Cambourne	10	By 2016
8	Major Development	Fulbourn	Ida Darwin Hospital	5	By 2016
9	Temporary Consent	Willingham	Grange Park, Foxes Meadow, Iram Drove (off Priest Lane)	1	By 2016
10	Temporary Consent	Willingham	Plots 1 & 2 Cadwin Lane, Schole Road	2	By 2016
11	New Site – Private Land	Willingham	Plots 3 & 4 Cadwin Lane, Schole Road	2	By 2016

Site Number	Source	Location	Address	Number of Pitches	Potential Delivery
12	Temporary Consent	Willingham	Plots 5 & 6 Cadwin Lane, Schole Road	2	By 2016
13	Temporary Consent	Willingham	Land to rear of Long Acre and Green Acres, Meadow Road	3	By 2016
14	New Site – Private Land	Willingham	Land to rear of Long Acre, Meadow Road (1)	1	By 2016
15	Unauthorised	Willingham	Land to rear of Long Acre, Meadow Road (2)	1	By 2016
16	Temporary Consent	Willingham	Site of storage/agricultural buildings east of Long Acre, Meadow Road	1	By 2016
17	Temporary Consent	Willingham	The Oaks, Meadow Road	1	By 2016
18	New Site – Publicly Owned Land	Bassingbourn	Land at Spring Lane	5	By 2016
19	Temporary Consent	Swavesey	Rose & Crown Road	8	By 2016
20	Expansion of Existing Site	Whaddon	New Farm, Old North Road	2	By 2016
		TOTAL		149	

SITE OPTIONS

SITES 1 AND 2 - CHESTERTON FEN ROAD, MILTON (EDGE OF CAMBRIDGE)



SITE 1 - SANDY PARK, CHESTERTON FEN ROAD, MILTON (EDGE OF CAMBRIDGE)

Site Size: 28 Pitches

Summary of Assessment: The site is on the north-eastern outskirts of Cambridge in an area known as Chesterton Fen. Chesterton Fen Road is a long cul-de-sac, which runs roughly northwards from the level crossing over the railway line to a point ending close to the A14 road. The site lies on the west side of Chesterton Fen Road and comprises a central access road with a line of pitches on either side.

Although just beyond 2,000m actual walking / cycling distance to some key facilities the site has the benefit of being close to the City of Cambridge, and the wider services and employment opportunities that it offers. It is reasonably well located for schools, shops and other local services. Indeed the children that are currently living on the site are well established at local schools. The allocation of the site would maintain a concentration of pitches in this area, beyond the scale that would be ideal in a more rural location, but it is considered that this scale could be accommodated in a location on the urban edge of Cambridge.

Gypsy and Traveller pitches represent inappropriate development in the Green Belt. As this is an existing site in the Green Belt (which currently has temporary planning consent), it can therefore be delivered. It is a reasonable approach to consider whether there are exceptional circumstances to justify the allocation of the site as a permanent Gypsy and Traveller site. The site does impact on the openness of the Green Belt, but has a low impact on the wider landscape due to being partly enclosed to the north and by the railway to the west. There is an established need for additional Gypsy and Traveller sites. This site on the edge of Cambridge is in a relatively sustainable location in terms of being located at the top of the settlement hierarchy. It adjoins the existing area of Gypsy and Traveller pitches identified as suitable for further Gypsy and Traveller development in the Local Plan 2004. There may therefore be exceptional circumstances to justify an allocation.

The road north of the railway is fairly narrow, with informal passing places, and sporadic areas of footway. However, the traffic generated by the existing development appears to cope with the restricted infrastructure. Although there are problems with the site access none of them are so onerous as to warrant the local highway authority raising an objection.

There are issues regarding noise and land contamination associated with the nearby railway line that would need to be addressed through conditions on any planning application. A small part of the road frontage is within Flood Zone 3, with a further part in Flood Zone 2. The Environment Agency state that they have no objection in principle to this option, although a Flood Risk Assessment would be required. A Flood Risk Assessment was produced as part of a recent planning application for temporary consent, which was acceptable in principle to the Environment Agency.

If the site were allocated for a permanent site, it would be appropriate to make provision for Children's Playspace on site. This would reduce the capacity of the site from 30 to 28 pitches.

The site is considered an appropriate site option for consultation. The site could be subject to allocation and remain in the Green Belt, or the land could be removed from the Green Belt and designated for Gypsy and Traveller use. This issue is considered in more detail in Section 10 of the report.

Summary of Sustainability Appraisal: The site is a greenfield site within the Green Belt and is fairly isolated from public transport and facilities/amenities. However, the Chesterton Fen area is on the edge of Cambridge, which has a full range of services and facilities, and so reliance on making long journeys by car may be relatively low. Part of the site is within Flood Zones 2 & 3. However, the site does offer some benefits as there are unlikely to be adverse effects on nature conservation or landscape. Similarly, the allocation of the site will contribute towards meeting identified need for Gypsy and Traveller pitches and help to reduce associated social exclusion.

Conclusion:

This temporary site on the edge of Cambridge is located within the Green Belt, but the benefits of a location with good access to Cambridge may offer exceptional circumstances to allow the development. It is considered an appropriate site option for consultation.

SITE 2 - PLOTS 1, 3 & 5 SANDY PARK, CHESTERTON FEN ROAD, MILTON (EDGE OF CAMBRIDGE)

Site Size: 17 Pitches

Summary of Assessment: This site is on the north-eastern outskirts of Cambridge in an area known as Chesterton Fen. Chesterton Fen Road is a long cul-de-sac, which runs roughly northwards from the level crossing over the railway line to a point ending close to the A14 road. This L-shaped site is occupied by 19 mobile homes with associated parking, each forming a pitch.

Although just beyond 2,000m actual walking / cycling distance to some key facilities the site has the benefit of being close to the City of Cambridge, and the wider services and employment opportunities that it offers. It is reasonably well located for schools shops and other local services. The allocation of the site would maintain a concentration of pitches in this area, beyond the scale that would be ideal in a more rural location, but it is considered that this scale could be accommodated in a location on the urban edge of Cambridge.

It is an existing site (which currently has temporary planning consent) in the Green Belt, which can therefore be delivered, it is a reasonable approach to consider whether there are exceptional circumstances to justify the allocation of the site as a permanent Gypsy and Traveller site. The site does impact on the openness of the Green Belt, but has a low impact on the wider landscape due to being enclosed to the north and by the railway to the west. There is an established need for additional Gypsy and Traveller sites. This site on the edge of Cambridge is in a relatively sustainable location in terms of being located at the top of the settlement hierarchy. It adjoins the existing area of Gypsy and Traveller pitches identified as suitable for further Gypsy and Traveller development in the Local Plan 2004. There may therefore be exceptional circumstances to justify an allocation.

The road north of the railway is fairly narrow, with informal passing places, and sporadic areas of footway. However, the traffic generated by the existing development appears to cope with the restricted infrastructure. Although there are problems with the site access none of them are so onerous as to warrant the local highway authority raising an objection.

The site lies in Flood Zone 2, which identifies medium risk. The Environment Agency has no objection in principle to this option on grounds of flooding. A Flood Risk Assessment was prepared to support the temporary consent, and was considered acceptable in principle to the Environment Agency. Conditions relating to a flooding were applied to the temporary consent, and would be required for any permanent consent.

The site is relatively small to accommodate 19 pitches. The current layout means that each pitch comprises a mobile home and a parking space, with little differentiation between individual pitches. If the site were allocated for a permanent

site, it would be appropriate to make provision for Children's Playspace on site. This would reduce the capacity of the site to 17 pitches in the current format.

With an alternative layout, with individual pitches of a more typical size could only accommodate a smaller number of pitches, perhaps around 9.

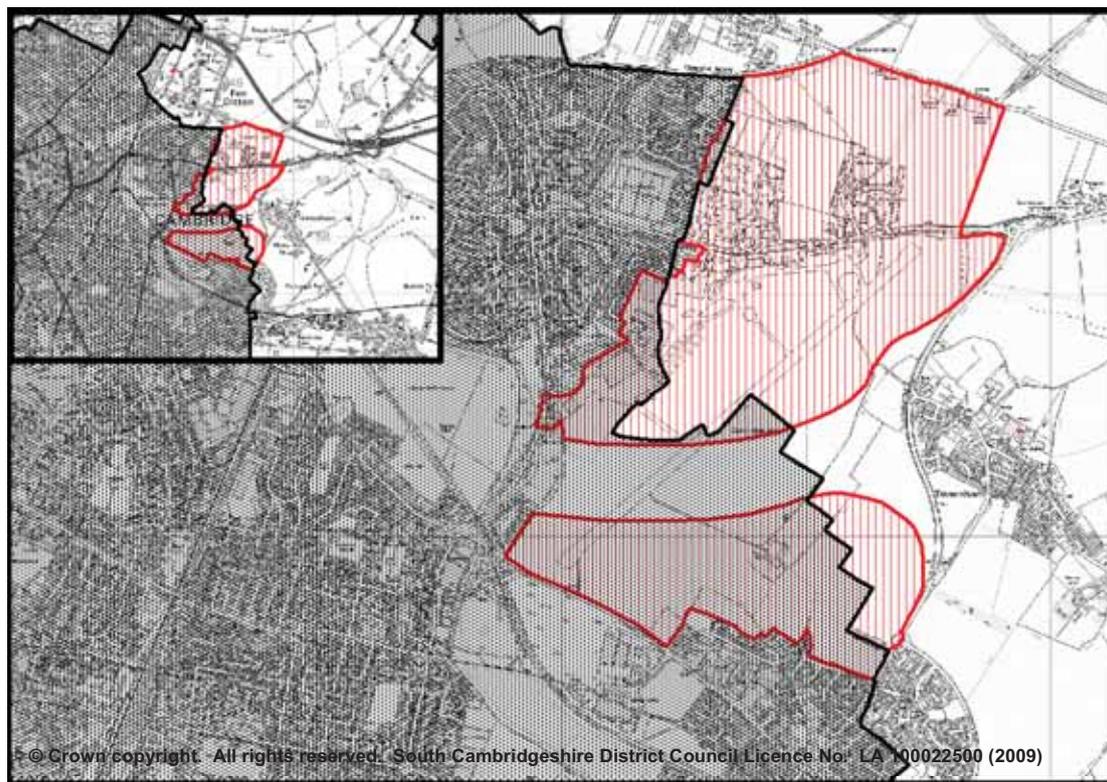
The site is considered an appropriate site option for consultation. Comments could also be made on the capacity of the site. The site could be subject to allocation and remain in the Green Belt, or the land could be removed from the Green Belt and designated for Gypsy and Traveller use. This issue is considered in more detail in Section 10 of the report.

Summary of Sustainability Appraisal: The site is a greenfield site within the Green Belt and is fairly isolated from public transport and facilities/amenities. However, Chesterton Fen area is on the edge of Cambridge, which has a full range of services and facilities, and so reliance on making long journeys by car may be relatively low. The site is within Flood Zone 2. However, the site does offer some benefits as there are unlikely to be adverse effects on nature conservation or landscape. Similarly, the allocation of the site will contribute towards meeting identified need for Gypsy and Traveller pitches and so help to reduce associated social exclusion.

Conclusion:

This temporary site on the edge of Cambridge is located within the Green Belt, but the benefits of a location with good access to Cambridge may offer exceptional circumstances to allow the development. It is considered an appropriate site option for consultation.

SITE 3 – CAMBRIDGE EAST



Site Size: 20 Pitches (note: map shows major development site from Cambridge East Area Action Plan)

Summary of Assessment: The Area Action Plan (AAP) for Cambridge East identifies the site for a sustainable new urban quarter of approximately 10,000 to 12,000 dwellings and associated development. The major development lies partly within Cambridge City and partly within South Cambridgeshire. The AAP states that the suitability of provision for Gypsies and Travellers would be considered through the Gypsy and Traveller DPD. The principle of provision at major developments is emphasised in national and emerging regional guidance and the site assessment identifies the suitability of this site. Provision could be located within this major development. Cambridge East is at the top of the development sequence of the Core Strategy DPD. The major development has already been removed from the Green Belt and allocated for development. However, as the site adjoins the Green Belt, it would not be appropriate for the provision to be located outside the site, unless exceptional circumstances can be demonstrated at the masterplanning and planning application stage.

Traveller sites within this major development could potentially have good access to the services and facilities of Cambridge, as well as the new services and facilities that will be provided within the development to meet the needs of new residents. Design and impact, and access to services and facilities will depend to a great extent on masterplanning. Appropriate design of the development could be used to

integrate the sites within the development whilst providing a location that meets the needs of the Gypsy and Traveller community.

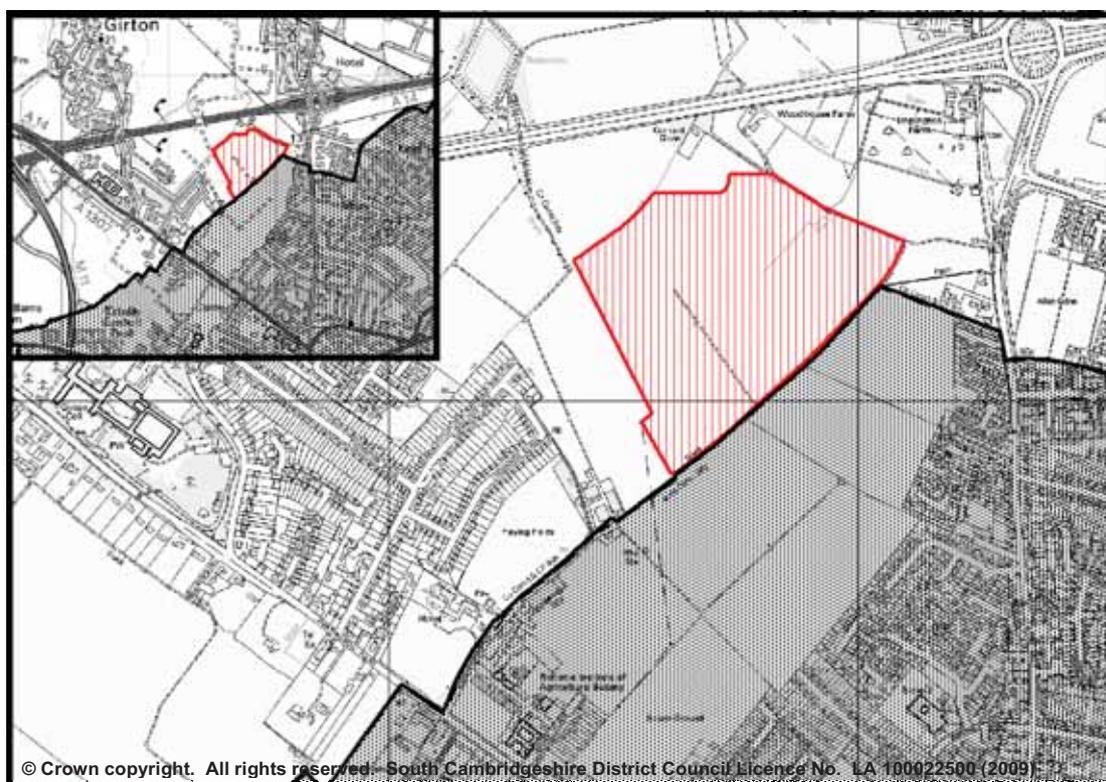
Given the scale of the urban extension in South Cambridgeshire the site option put forward is based on 2 typical sites of 10 pitches. If a site were also sought within Cambridge City capacity would need to be considered, and it may be appropriate to seek a lower level of provision in South Cambridgeshire.

Summary of Sustainability Appraisal: Many of the effects are unclear at the current time as site provision would fall within the wider Cambridge East Major Development Site and is therefore subject to masterplanning. However, it is likely that there will be benefits in relation to access to facilities and amenities as additional facilities will be provided as part of the wider development. Furthermore, there is good access to Cambridge.

Conclusion:

Cambridge East offers a good opportunity to integrate new site provision with this major new development with good access to Cambridge, so that it meets the needs of all sectors of the community.

SITE 4 – NORTH WEST CAMBRIDGE – LAND BETWEEN HUNTINGDON ROAD AND HISTON ROAD



Site Size: 10 Pitches

(note: map shows major development site, recommended to be allocated through Site Specific policies DPD)

Summary of Assessment: The site is proposed to be allocated for development including approximately 920 dwellings, through the Site Specific Policies DPD. It was subject to further consultation in November 2008. It adjoins a development of 1,780 dwellings already being planned within Cambridge City. The principle of provision at major developments is emphasised in national and emerging regional guidance and the site assessment identifies the suitability of this site.

A site within this proposed major development could potentially have good access to the services and facilities of the development, and the wider City of Cambridge. However, as the site adjoins the Green Belt, it would not be appropriate for the gypsy and traveller site to be located outside the major development site, unless exceptional circumstances can be demonstrated at the masterplanning and planning application stage. Design and impact, and access to services and facilities will depend to a great extent on masterplanning, and how the site is located within or at the edge of the development. Appropriate design of the development could be used to integrate a site within the development whilst providing a location that meets the needs of the Gypsy and Traveller community.

The major development has been proposed by the Council during an additional non-statutory stage in the Site Specific Policies DPD process, following the identification at the Public Examination by the independent Inspectors of a housing shortfall in the district. The Inspectors will report in June 2009 on whether this site is to be allocated. The Council has proposed a policy for inclusion in the Site Specific Policies DPD that includes a requirement for a Gypsy and Traveller site.

If the Inspectors accept the Council's recommendation to allocate the major development site and also to require Gypsy and Traveller provision as part of the development, there will be no need to consult on this site and it would become a committed Gypsy and Traveller site for the purposes of the Gypsy and Traveller DPD. If the Inspectors do not accept the Council's recommendation for the major development, this location will not be a suitable option for Gypsy and Traveller provision. Under either circumstance it would cease to be an issue for this consultation.

If, however, the Inspectors allocate the major development site but do not include the Gypsy and Traveller provision, it will be for this Issue and Options consultation to consider again the suitability of the site alongside the other site options.

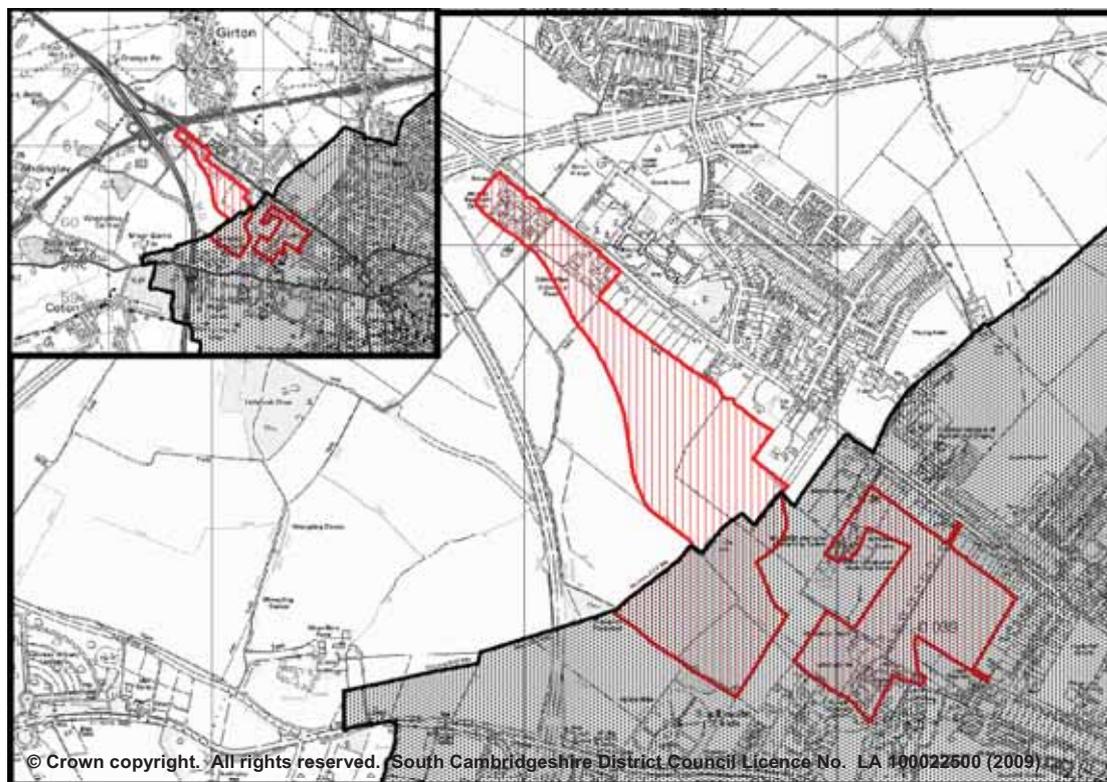
Note: It is hoped to receive the Inspectors' binding report by the end of June 2009. If it is received in time for its conclusions to be incorporated before the consultation documents are finalised, the assessment will be updated according to the Inspectors' conclusions.

Summary of Sustainability Appraisal: Many of the effects are unclear at the current time as the site falls within the wider proposed Major Development Site and is therefore subject to masterplanning. However, it is likely that there will be benefits in relation to access to facilities and amenities as additional facilities will be provided as part of the wider development. Furthermore, there is good access to Cambridge.

Conclusion:

North West Cambridge between Huntingdon Road and Histon Road offers a good opportunity to integrate new site provision with this major new development, so that it meets the needs of all sectors of the community.

SITE 5 - NORTH WEST CAMBRIDGE – LAND BETWEEN MADINGLEY ROAD AND HUNTINGDON ROAD (UNIVERSITY SITE)



Site Size: 10 Pitches

(note: map shows major development site from Submission North West Cambridge AAP)

Summary of Assessment: The Area Action Plan (AAP) for North West Cambridge identifies land to be released from the Cambridge Green Belt, to contribute towards meeting the development needs of Cambridge University. It adjoins the southern edge of Girton village and includes the open land between the present edge of Cambridge and the M11 motorway between Huntingdon Road and Madingley Road. It includes land in both Cambridge City and South Cambridgeshire. Within South Cambridgeshire the Submission Draft Area Action Plan indicates that the site will deliver 910 dwellings, along with employment and other development. The potential for a larger site identified by the Inspectors examining the AAP may result in a larger site in South Cambridgeshire. This option focuses on the potential for Gypsy and Traveller provision within South Cambridgeshire district.

The principle of provision at major developments is emphasised in national and emerging regional guidance and the site assessment identifies the suitability of this site. However, there are key policy differences that led to this major development compared to others taking place in the District. The land is to be released from the Cambridge Green Belt specifically to address the long-term development needs of Cambridge University, despite the area being found to be important to the Green Belt in studies. It was identified in the Cambridgeshire Structure Plan 2003, that North

West Cambridge should be developed to respond to the University's needs but that development should only take place when the University has demonstrated that a particular development is needed and cannot be accommodated on land elsewhere. The site will provide 50% affordable housing for University and College Key Workers and will not be available for general affordable housing use.

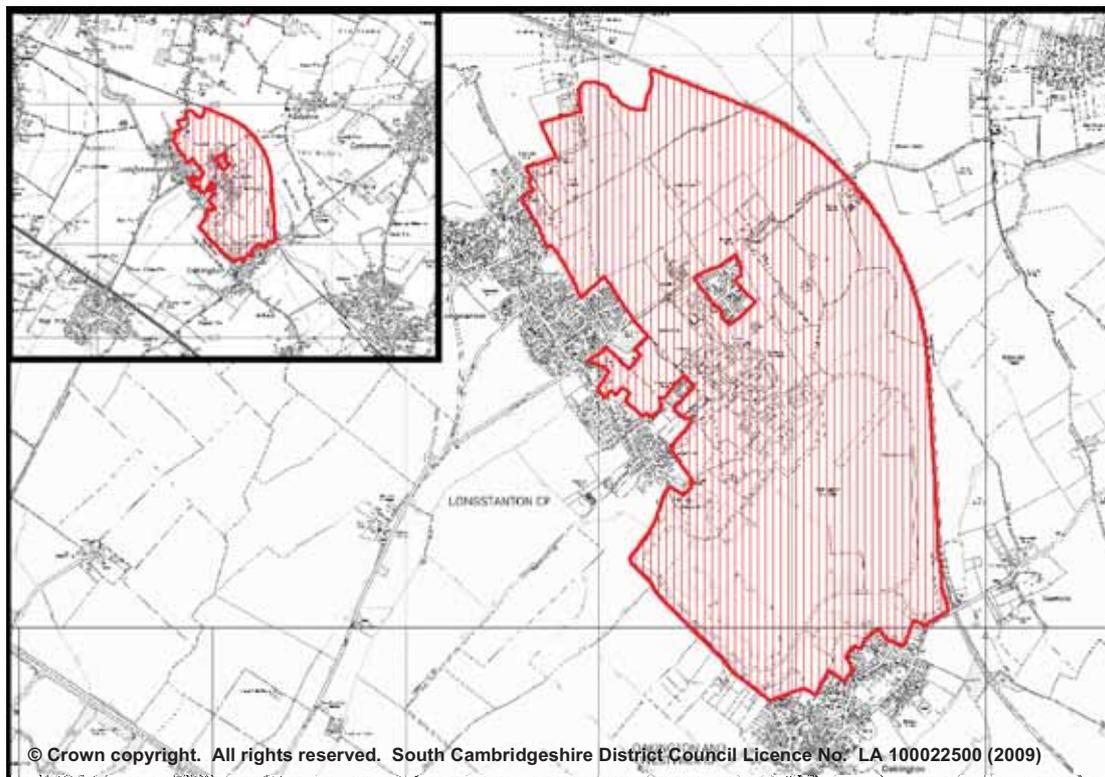
A site within this major development could potentially have good access to the services and facilities of the development, and the wider City of Cambridge. However, as the site adjoins the Green Belt, it would not be appropriate for the Gypsy and Traveller site to be located outside the major development site, unless exceptional circumstances can be demonstrated at the masterplanning and planning application stage. The major development will form the urban edge in a sensitive Green Belt location. It would need to be considered whether a site could form part of this edge, or whether an alternative location within the development would be more appropriate.

On a pure policy argument, as Gypsy and Traveller provision is not a University use or enabling development to bring forward University uses, it is possible to take the view that the site should not make provision for Gypsies and Travellers. However, the aim of the Area Action Plan is to produce a balanced, viable and socially inclusive community and there is a high level of need for Gypsy and Traveller provision in the district and as such it is also possible to take the view that the site should make provision in a consistent way with the other major development sites. As such, the site is put forward for consultation to air this issue.

Summary of Sustainability Appraisal: Many of the effects are unclear at the current time as the site falls within the wider North West Cambridge Major Development Site and is therefore subject to masterplanning. However, it is likely that there will be benefits in relation to access to facilities and amenities as additional facilities will be provided as part of the wider development. Furthermore, there is good access to Cambridge. It is noted that there may be air quality issues associated with this site that would need to be addressed.

Conclusion:

The site offers a sustainable location on the edge of Cambridge, and an opportunity to integrate new site provision into a major new development, so that it meets the needs of all sectors of the community. However, there are key policy differences between this site and the other major developments which need to be considered.

SITE 6 – NORTHSTOWE

Site Size: 20 Pitches

(note: map shows major development site from Northstowe Area Action Plan)

Summary of Assessment: The Northstowe Area Action Plan (AAP) allocates the site for a new town with a target capacity of 10,000 dwellings and associated employment, services, facilities and infrastructure, located to the east of Longstanton and to the north of Oakington. The Area Action Plan states that the suitability of provision for Gypsies and Travellers would be considered through the Gypsy and Traveller DPD. The principle of provision at major developments is emphasised in national and emerging regional guidance and the site assessment identifies the suitability of this site. Gypsy and Traveller provision could be located within or close to the edge of this major development, so long as it is not located within the Green Belt which lies to the south-east.

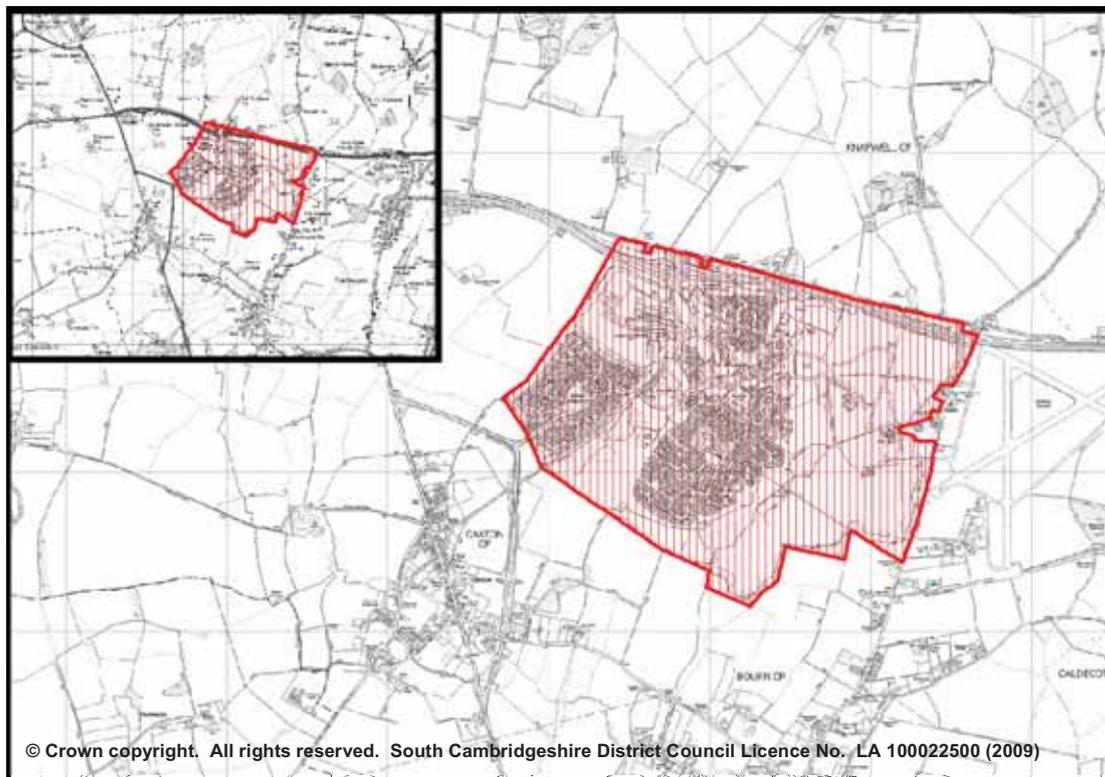
Sites within or on the edge of this major development could potentially have good access to the services and facilities of the new town. Design and impact, and access to services and facilities will depend to a great extent on masterplanning, and how the sites are located within or on the edge of the development. Appropriate design of the development could be used to integrate sites within the development whilst providing a location that meets the needs of the Gypsy and Traveller community.

Given the scale of the new town the option put forward is based on two typical sites of 10 pitches.

Summary of Sustainability Appraisal: Many of the effects are unclear at the current time as the site falls within the wider Northstowe Major Development Site and is therefore subject to masterplanning. However, it is likely that there will be benefits in relation to access to facilities and amenities as additional facilities will be provided as part of the wider development. Furthermore, there is likely to be good access to Cambridge, via public transport.

Conclusion:

Northstowe offers a good opportunity to integrate new site provision with the new town, so that it meets the needs of all sectors of the community. The new town will include a good range of new services and facilities that will meet the needs of new sites in this area.

SITE 7 – CAMBOURNE

Site Size: 10 Pitches (note: map shows major development site identified in Local Plan 2004)

Summary of Assessment: The new village of Cambourne is under construction west of Cambridge. There are already over 2,000 dwellings completed in the village along with a range of services and facilities. Cambourne was originally anticipated to provide approximately 3,300 dwellings. Changes to government policy now require higher minimum densities from new development to make more efficient use of land. A planning application to increase the capacity by 950 dwellings was submitted in August 2007. The majority of the areas that remain undeveloped are in Great and Upper Cambourne on the east side of the village. The principle of provision at major developments is emphasised in national and emerging regional guidance and the site assessment identifies the suitability of this site. A site within or close to the edge of Cambourne could potentially have good access to the services and facilities of the village. Design and impact, and access to services and facilities will depend to a great extent on masterplanning, and how the sites are located within or close to the edge of the development. Appropriate design could be used to integrate a site with the development whilst providing a location that meets the needs of the Gypsy and Traveller community.

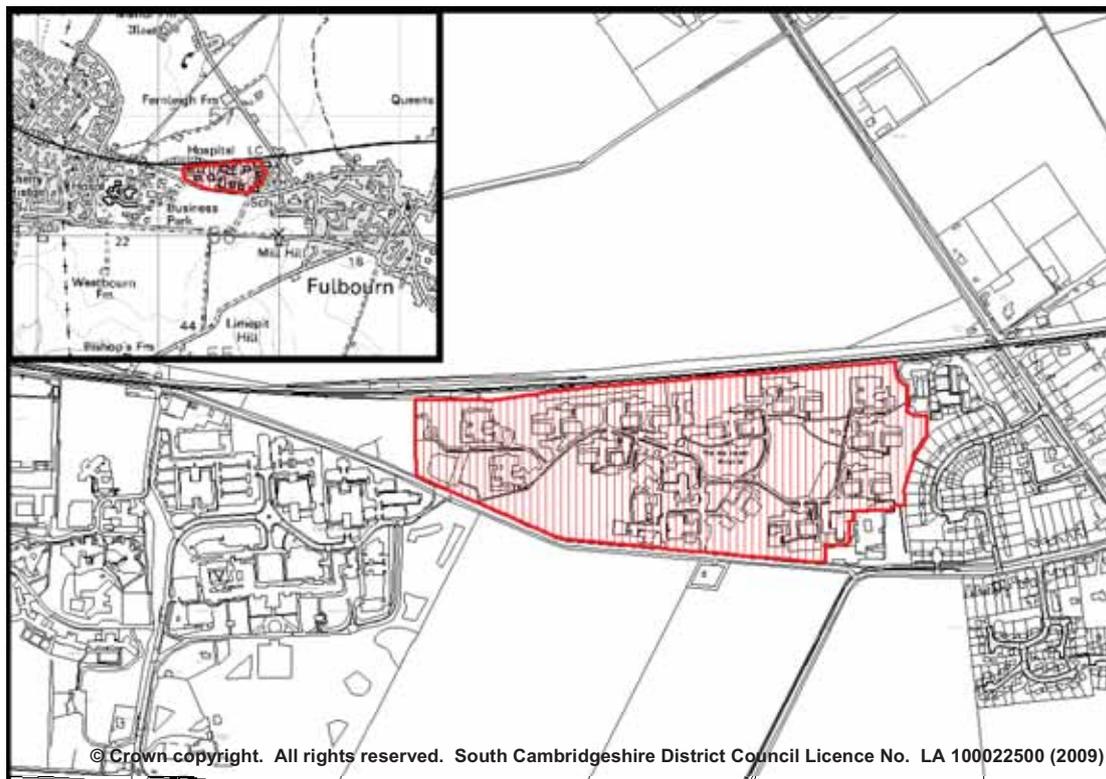
Summary of Sustainability Appraisal: Many of the effects are unlikely to be significant as the site falls within the wider Cambourne Major Development Site, which is currently under construction. However, it is likely that there will be benefits in relation to access to facilities and amenities as additional facilities will be provided

as part of the wider development. Cambourne is a considerable distance from Cambridge, and if it is accepted that Gypsies and Travellers are less likely to use public transport then it can be seen that car dependency from this site could be high.

Conclusion:

Cambourne offers a good opportunity to integrate new site provision with this major new development, so that it meets the needs of all sectors of the community.

SITE 8 – IDA DARWIN HOSPITAL SITE, FULBOURN



Site Size: 5 Pitches

(note: map shows Ida Darwin Hospital site, recommended to be allocated for residential development through Site Specific policies DPD)

Summary of Assessment: The site currently comprises buildings and infrastructure in use as a hospital. It is proposed for residential development including approximately 250 to 275 dwellings, through the Site Specific Policies DPD. The site is designated as a Major Developed Site in the Green Belt. The proposal was subject to further consultation as part of the Housing Shortfall consultation on that plan in November 2008 and subsequently recommended for residential use to the independent Inspectors considering the plan. The Cambridgeshire & Peterborough Mental Health Trust proposes to relocate the majority of its health care uses on the Ida Darwin site to improved facilities on the Fulbourn Hospital site. The Ida Darwin site would be redeveloped for housing on a smaller part of the site adjacent to Fulbourn village framework with the remainder being returned to open space.

The Gypsy and traveller site option for consultation has been put forward as 5 pitches, recognising the smaller scale of the Ida Darwin development compared to some of the other major developments planned in the district. A site within this development could potentially have good access to the services and facilities of Fulbourn, and good access by public transport to the City of Cambridge. Design and impact, and access to services and facilities will depend to a great extent on masterplanning, and how the site is located within or at the edge of the development. Appropriate design of the development could be used to integrate a site within the

development whilst providing a location that meets the needs of the Gypsy and Traveller community.

The site is located in the Green Belt. It is proposed that even when it is redeveloped it remains designated as a Major Developed Site in the Green Belt. The design of the overall redevelopment scheme will need to take account of wider landscape impacts and relationship with the wider Green Belt. These considerations would also apply to any Gypsy and Traveller site provision. It would not be appropriate for provision to be made in the Green Belt outside the Major Developed Site.

This major development has been proposed by the Council during an additional non-statutory stage in the Site Specific Policies DPD process, following the identification at the Public Examination by the independent Inspectors of a housing shortfall in the District. The Inspectors will report in summer 2009. If the Inspectors do not accept the Council's recommendation for the Major Developed Site, this location will not be a suitable option for Gypsy and Traveller provision.

Summary of Sustainability Appraisal: Many of the effects are unclear at the current time as the site falls within the wider Ida Darwin Hospital Major Development Site and is therefore subject to masterplanning. However, it is likely that there will be benefits in relation to access to facilities and amenities as the site is close to Fulbourn Village. However, Cambridge is some distance away and so there may be a reliance on the private car for longer journeys.

Conclusion:

This development is smaller than the other major developments included as options, but has the potential to deliver a small site accessible to the Rural Centre of Fulbourn, and with good access to Cambridge.

SITES 9 TO 17 - WILLINGHAM

Currently at Willingham there are:

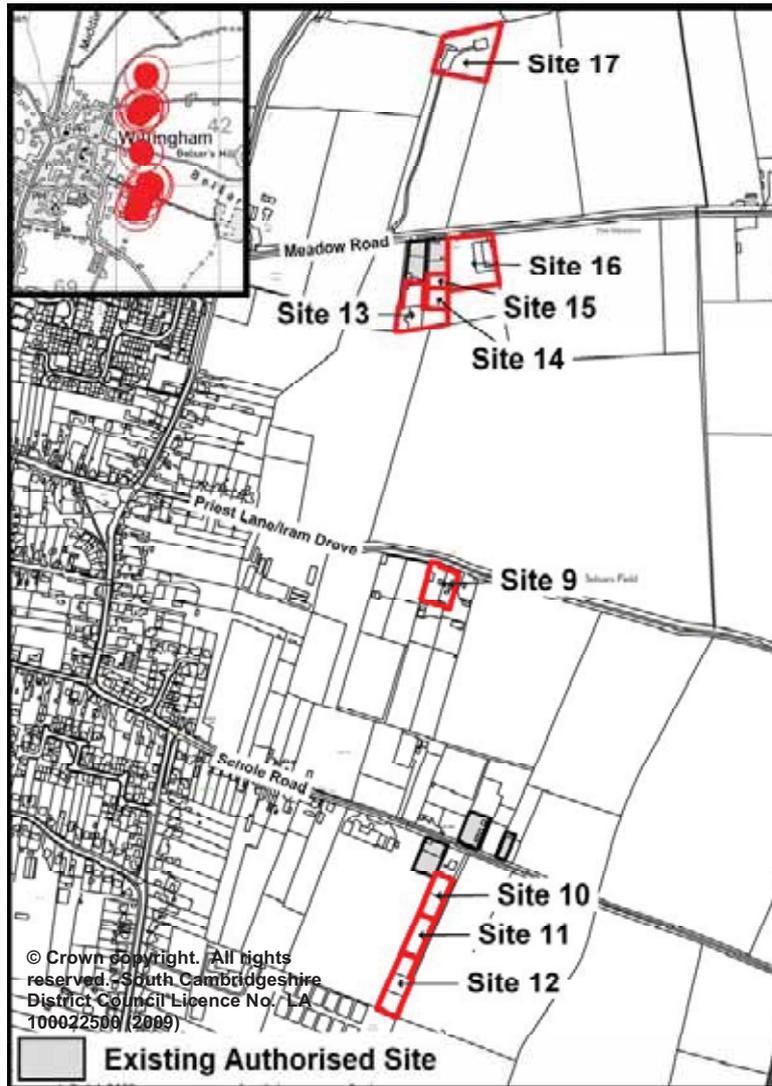
- 5 authorised pitches (on Meadow Road and Schole Road).
- 1 Emergency Stopping Place pitch on the former Local Authority site on Meadow Road.

The following site options are identified for consultation:

- 10 pitches from land with temporary planning permission (sites 9, 10, 12, 13, 16, 17).
- 1 pitch that is currently unauthorised (site option 15).
- 1 pitch occupied pending a planning appeal (part of site option 11).
- 2 pitches from vacant land (Site option 14 and part of site option 11).

A number of options have been tested but rejected. These are NOT shown on the map below (see Appendix A for details):

- 1 pitch with temporary Planning permission north of Schole Road (Site R21).
- 1 pitch that was refused planning permission (Site R22).
- 15 pitch Former Local Authority Site, Meadow Road (Site R19).



**SITE 9 – GRANGE PARK, FOXES MEADOW, IRAM DROVE (OFF PRIEST LANE)
WILLINGHAM**

Site Size: 1 Pitch

Summary of Assessment: This site currently benefits from temporary planning consent. The site is used as a large pitch for one family, although it is divided into 3 areas by internal fences. There are stable buildings adjoining the rear of the site, and an area including a workshop and sheds to the south-east which are outside the boundaries of the site.

The site is close to the edge of Willingham, and is sufficiently close to enable walking access to the services and facilities of village. It is less than 500m from a bus stop. The needs of the site are already being met by local services, including the local primary school. Road access is sufficient to meet the needs of a small site, and although there is no footway the road is lightly trafficked. Impact on the wider landscape is primarily caused by the existing urban frontage features of the site, which could be lessened by further landscaping.

Summary of Sustainability Appraisal: There are unlikely to be many significant effects given the small scale of development proposed at this site. It is noted that there is the potential for adverse effects on the landscape character of the area as a result of the 'urban' frontage of the site, however, these can be mitigated through appropriate planting. Willingham is some distance from Cambridge and so there may be a high reliance on the private car for making long journeys.

Conclusion:

The site is already meeting Gypsy and Traveller needs. It has good access to the village and is considered an appropriate site option for consultation.

SITE 10 – PLOTS 1 & 2 CADWIN LANE, SCHOLE ROAD, WILLINGHAM

Site Size: 2 Pitches

Summary of Assessment: This site currently benefits from temporary planning consent for 2 pitches. The pitches are sited immediately behind the property known as The Barns fronting onto Schole Road. The site is served by Cadwin Lane which runs north to south off Schole Road. Cadwin Lane includes two other sites to the south of site 10 that have also been tested and identified as site options (see sites 11 and 12). These form a line of Gypsy and Traveller sites running south from Schole Road, along the west side of Cadwin Lane.

The development of a row of pitches away from the road frontage is not a typical form of development in the area, which tends to comprise long plots with development on the road frontages. However, the site lies within an area with a village edge character, rather than the wider fen landscape further from the village. Due to the extensive planting on the site boundaries wider landscape impacts from the Cadwin Lane pitches are limited. There is potential for significant improvement to landscape character through the use of native species as opposed to conifers.

The site is close to the edge of Willingham, and is sufficiently close to enable walking access to the services and facilities of village. The site is within 700m of an hourly public transport service. The needs of the site are already being met by local services, including the local primary school. Schole Road is a bridleway, but the pitches do not impact on use of the route. Although the road has a rough surface in places it is capable of accommodating the development.

Summary of Sustainability Appraisal: There are unlikely to be many significant effects given the small scale of development proposed at this site. It is likely that there will be benefits in relation to access to facilities and amenities as the site is close to Willingham Village. However, Willingham is some distance from higher order settlements, and so there may be a high reliance on the private car for making long journeys.

Conclusion:

The site is already meeting Gypsy and Traveller needs. It has good access to the village and is considered an appropriate site option for consultation.

SITE 11 – PLOTS 3 & 4 CADWIN LANE, SCHOLE ROAD, WILLINGHAM

Site Size: 2 Pitches

Summary of Assessment: The strip of land containing the site is divided into 6 plots running north to south, sited behind the property known as The Barns fronting onto Schole Road. These form 3 sites options (sites 10,11 and 12). Site 11 contains the middle two plots, and unlike the adjoining plots they do not have temporary planning permission.

The development of a row of pitches away from the road frontage is not a typical form of development in the area, which tends to comprise long plots with development on the road frontages. However, the site lies within an area with a village edge character, rather than the wider fen landscape further from the village. Due to the extensive planting on the site boundaries, wider landscape impacts from the Cadwin Lane pitches are limited. There is potential for significant improvement to the landscape character through the use of native species as opposed to conifers.

The site is close to the edge of Willingham, and is sufficiently close to enable walking access to the services and facilities of village. The site is within 760m of an hourly public transport service. Schole Road is a bridleway, but the pitches do not impact on use of the route. Although the road has a rough surface in places it is capable of accommodating the development.

With regard to services in the local area, the primary school has reached full capacity, and plans are being drawn up by Cambridgeshire County Council to increase capacity in 2010. Until capacity is increased there would be problems accommodating additional pupils. The improvements will provide capacity to meet current in catchment and forecast demand, rather than to accommodate further growth. It would be important that if this option is allocated that it was only developed when local school accommodation is available.

Summary of Sustainability Appraisal: There are unlikely to be many significant effects given the small scale of development proposed at this site. It is likely that there will be benefits in relation to access to facilities and amenities as the site is close to Willingham Village. However, Willingham is some distance from higher order settlements, and so there may be a high reliance on the private car for making long journeys.

Conclusion:

This site near to the Minor Rural Centre of Willingham has good access to the village and is considered an appropriate site option for consultation. It would be a logical infill site if the surrounding sites were allocated. Education provision would need to be available to meet needs generated before the site was developed.

SITE 12 – PLOTS 5 & 6 CADWIN LANE, SCHOLE ROAD, WILLINGHAM

Site Size: 2 Pitches

Summary of Assessment: The strip of land containing the site is divided into 6 plots running north to south, sited behind the property known as The Barns fronting onto Schole Road. These form 3 sites options (sites 10,11 and 12). This site currently benefits from temporary planning consent for 2 pitches.

The development of a row of pitches away from the road frontage is not a typical form of development in the area, which tends to comprise long plots with development on the road frontages. However, the site lies within an area with a village edge character, rather than the wider fen landscape further from the village. Due to the extensive planting on the site boundaries wider landscape impacts from the Cadwin Lane pitches are limited. There is potential for significant improvement to the landscape character through the use of native species as opposed to conifers.

The site is close to the edge of Willingham, and is sufficiently close to enable walking access to the services and facilities of village. The site is within 790m of an hourly public transport service. The needs of the site are already being met by local services, including the local primary school. Schole Road is a bridleway, but the pitches do not impact on use of the route. Although the road has a rough surface in places it is capable of accommodating the development.

Summary of Sustainability Appraisal: There are unlikely to be many significant effects given the small scale of development proposed at this site. It is likely that there will be benefits in relation to access to facilities and amenities as the site is close to Willingham Village. However, Willingham is some distance from higher order settlements, and so there may be a high reliance on the private car for making long journeys.

Conclusion:

The site is already meeting Gypsy and Traveller needs. It has good access to the village and is considered an appropriate site option for consultation.

SITE 13 – LAND TO REAR OF LONG ACRE AND GREEN ACRES, MEADOW ROAD, WILLINGHAM

Site Size: 3 Pitches

Summary of Assessment: This site lies behind authorised sites on the Meadow Road frontage. It currently benefits from temporary planning consent. The site is relatively close to the edge of Willingham, and is sufficiently close to enable walking access to the services and facilities of the village and is within 500m of a bus stop. The needs of the site are already being met by local services, including the local primary school.

The option could form part of a group of 8 pitches (2 existing authorised pitches + 6 pitches from site options 13 - 16). Road access is suitable to meet the needs of the existing sites and site options identified, and although there is no footway the road is lightly trafficked. The option does extend development further into the countryside to the south than the existing permanent sites. However, the additional impact is low as the pitches are tightly grouped and fairly well screened. Views of the site from the wider landscape are already limited and the site could be enhanced with further landscaping measures.

Summary of Sustainability Appraisal: There are unlikely to be many significant effects given the small scale of development proposed at this site. It is likely that there will be benefits in relation to access to facilities and amenities as the site is close to Willingham Village. However, Willingham is some distance from higher order settlements, and so there may be a high reliance on the private car for making long journeys.

Conclusion:

The site is already meeting Gypsy and Traveller needs. It has good access to the village and is considered an appropriate site option for consultation.

SITE 14 – LAND TO REAR OF LONG ACRE, MEADOW ROAD (1), WILLINGHAM

Site Size: 1 Pitch

Summary of Assessment: This vacant area of land lies to the rear of authorised permanent pitches which front onto Meadow Road. It is surrounded on three sides by pitches with temporary consent that are also included for consultation (site option 13), and an unauthorised pitch (site option 15). The site is relatively close to the edge of Willingham, and is sufficiently close to enable walking access to the services and facilities of village and is around 500m from a bus stop. With regard to services in the local area, the primary school has reached full capacity, and plans are being drawn up by Cambridgeshire County Council to increase capacity in 2010. Until capacity is increased there would be problems accommodating additional pupils. The improvements will provide capacity to meet current in catchment and forecast demand rather than to accommodate further growth. It would be important that if this option is allocated that it was only developed when local school accommodation is available.

The option could form part of a group of 8 pitches (2 existing authorised pitches + 6 pitches from site options 13 - 16). Road access is suitable to meet the needs of the existing sites and site options identified, and although there is no footway the road is lightly trafficked. The option does extend development further into the countryside to the south than the existing permanent sites. However, the additional impact is low as the pitches are tightly grouped, and fairly well screened. Views of the site from the wider landscape are already limited and the site could be enhanced with further landscaping measures.

Summary of Sustainability Appraisal: There are unlikely to be many significant effects given the small scale of development proposed at this site. It is likely that there will be benefits in relation to access to facilities and amenities as the site is close to Willingham Village. However, Willingham is some distance from higher order settlements, and so there may be a high reliance on the private car for making long journeys.

Conclusion:

This land near to the Minor Rural Centre of Willingham has good access to the village and is considered an appropriate site option for consultation. It would be a logical infill site if the surrounding sites were allocated.

SITE 15 – LAND TO REAR OF LONG ACRE, MEADOW ROAD (2), WILLINGHAM

Site Size: 1 Pitch

Summary of Assessment: This site lies to the rear of authorised permanent pitches which front onto Meadow Road. It is currently occupied as a Traveller pitch but does not have a planning permission. To the rear of the site there are other sites that are also included for consultation. The site is relatively close to the edge of Willingham, and is sufficiently close to enable walking access to the services and facilities of village and is around 500m from a bus stop. With regard to services in the local area, the primary school has reached full capacity, and plans are being drawn up by Cambridgeshire County Council to increase capacity in 2010. Until capacity is increased there would be problems accommodating additional pupils. The improvements will provide capacity to meet current in catchment and forecast demand rather than to accommodate further growth. It would be important that if this option is allocated that it was only developed when local school accommodation is available.

The option could form part of a group of 8 pitches (2 existing authorised pitches + 6 pitches from site options 13 - 16). Road access is suitable to meet the needs of the existing sites and site options identified, and although there is no footway the road is lightly trafficked. The option does extend development further into the countryside to the south than the existing permanent sites. However, the additional impact is low as the pitches are tightly grouped, and fairly well screened. Views of the site from the wider landscape are already limited and the site could be enhanced with further landscaping measures.

Summary of Sustainability Appraisal: There are unlikely to be many significant effects given the small scale of development proposed at this site. It is likely that there will be benefits in relation to access to facilities and amenities as the site is close to Willingham Village. However, Willingham is some distance from higher order settlements, and so there may be a high reliance on the private car for making long journeys.

Conclusion:

The site is already meeting Gypsy and Traveller needs. It has good access to the village and is considered an appropriate site option for consultation.

SITE 16 – SITE OF STORAGE/AGRICULTURAL BUILDINGS EAST OF LONG ACRE, MEADOW ROAD

Site Size: 1 Pitch

Summary of Assessment: The site is made up of the curtilage of existing storage/agricultural buildings. The buildings are located on the eastern side of the site, used for storage purposes by the occupier, with an open area to the west where caravans are currently located. There is an enclosed grassed area to the rear. The site adjoins a small group of authorised Gypsy and Traveller pitches to the west. The site has temporary consent for up to 6 caravans, used as one family pitch, although the size of the site could potentially accommodate around 3 pitches at a more typical site density.

The existing “industrial” style buildings on the site do have a significant visual impact, but the use of the land in the curtilage for pitches would not greatly increase the impact, and could be addressed by further planting.

The site is relatively close to the edge of Willingham, and is sufficiently close to enable walking access to the services and facilities of village and is around 500m from a bus stop. The needs of the site are already being met by local services, including the local primary school. The option could form part of a group of 8 pitches (2 existing authorised pitches plus 6 pitches from site options 13 - 16). Road access is suitable to meet the needs of the existing sites and site options identified, and although there is no footway the road is lightly trafficked. If the site were allocated and brought forward as a permanent pitch, the use of the storage buildings on the site would need to be appropriately conditioned to reflect the sites residential use.

Summary of Sustainability Appraisal: There are unlikely to be many significant effects given the small scale of development proposed at this site. It is likely that there will be benefits in relation to access to facilities and amenities as the site is close to Willingham Village. However, Willingham is some distance from higher order settlements, and so there may be a high reliance on the private car for making long journeys.

Conclusion:

The site is already meeting Gypsy and Traveller needs. It has good access to the village and is considered an appropriate site option for consultation.

SITE 17 – THE OAKS, MEADOW ROAD, WILLINGHAM

Site Size: 1 Pitch

Summary of Assessment: The site comprises a number of stable buildings, located at the end of a long gravelled driveway which extends around 250m from Meadow Road. The site benefits from temporary consent, which includes the land which runs down to Meadow Road.

The site is relatively close to the edge of Willingham, and is sufficiently close to enable walking access to the services and facilities of village and is around 650m from a bus stop. The needs of the site are already being met by local services, including the local primary school. Road access is suitable to meet the needs of the existing sites and site options identified, and although there is no footway the road is lightly trafficked.

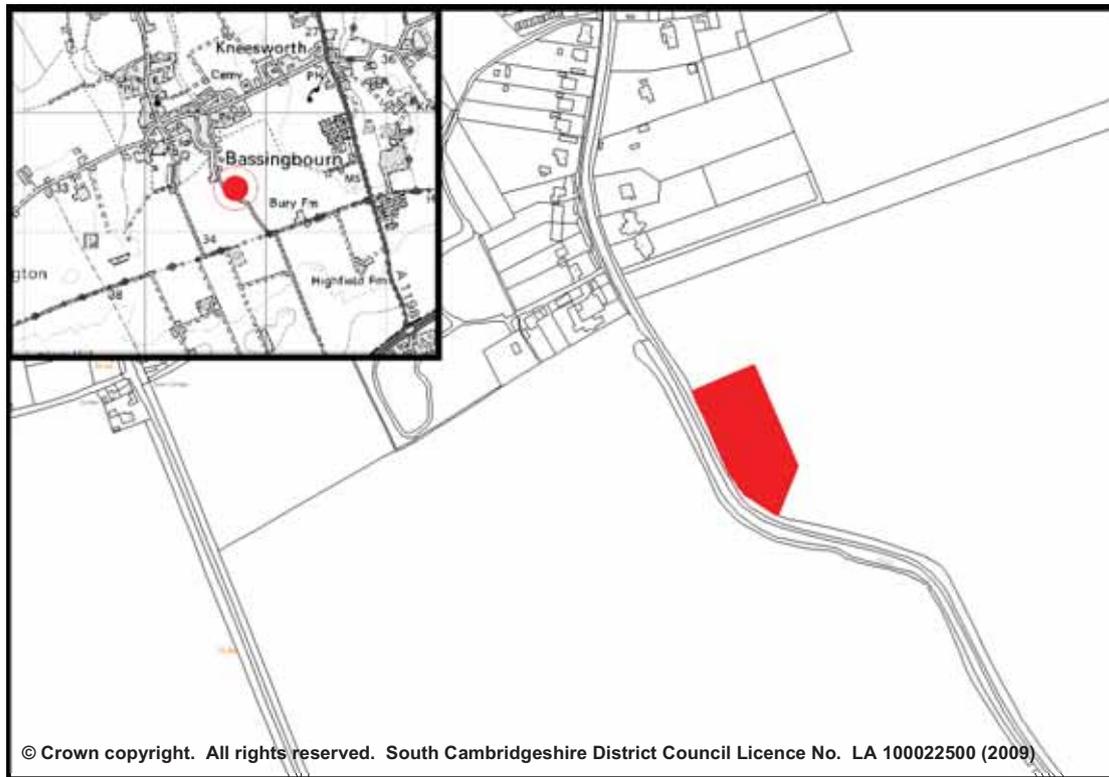
If the site was maintained as a small single pitch set back from the road, with a small number of caravans integrated with the existing development on the area identified, the wider impacts would be limited. The development around the existing stable buildings is well screened by hedges and scattered mature trees. The paddocks to the south down to Meadow Road are more open and development would have a greater impact on the open landscape in this area, with potential impacts in combination with the pitches on the opposite side of Meadow Road. The option has therefore been identified as the area around the existing buildings only.

Summary of Sustainability Appraisal: There are unlikely to be many significant effects given the small scale of development proposed at this site. It is likely that there will be benefits in relation to access to facilities and amenities as the site is close to Willingham Village. However, Willingham is some distance from higher order settlements, and so there may be a high reliance on the private car for making long journeys.

Conclusion:

This temporary site near to the Minor Rural Centre of Willingham has good access to the village and is considered an appropriate site option for consultation.

SITE 18 - LAND AT SPRING LANE, BASSINGBOURN



Site Size: 5 Pitches

Summary of Assessment: The site forms part of a large field to the south east of Bassingbourn. Spring Lane is a residential village street which becomes a narrow rural lane south of the village, lined with mature trees on the west side, with intermittent hedge planting on the east side. The site is located around 100m from the village edge.

This would be a new site. It has been identified because the land is owned by Cambridgeshire County Council, performs relatively well against the site assessment criteria, and there is therefore potential for the site to be delivered subject to the views of Cambridgeshire County Council, which will be sought through this consultation.

The site has reasonable access to public transport. The frequency of the public transport service is not ideal, generally offering only a two hourly service. However, it has good access to the services and facilities of the Group village of Bassingbourn, which includes a secondary school. A site would create vehicle movements passing existing dwellings, but the option proposed is for a small site and would generate a relatively low number of trips. Road improvements may be required to provide suitable access, which could have implications for cost of delivery. Archaeology issues would need to be investigated as part of a planning application process were the site to be selected.

The location near the bend in the road and the existing trees and hedges mean that a site could be integrated well with the landscape, limiting any wider impacts.

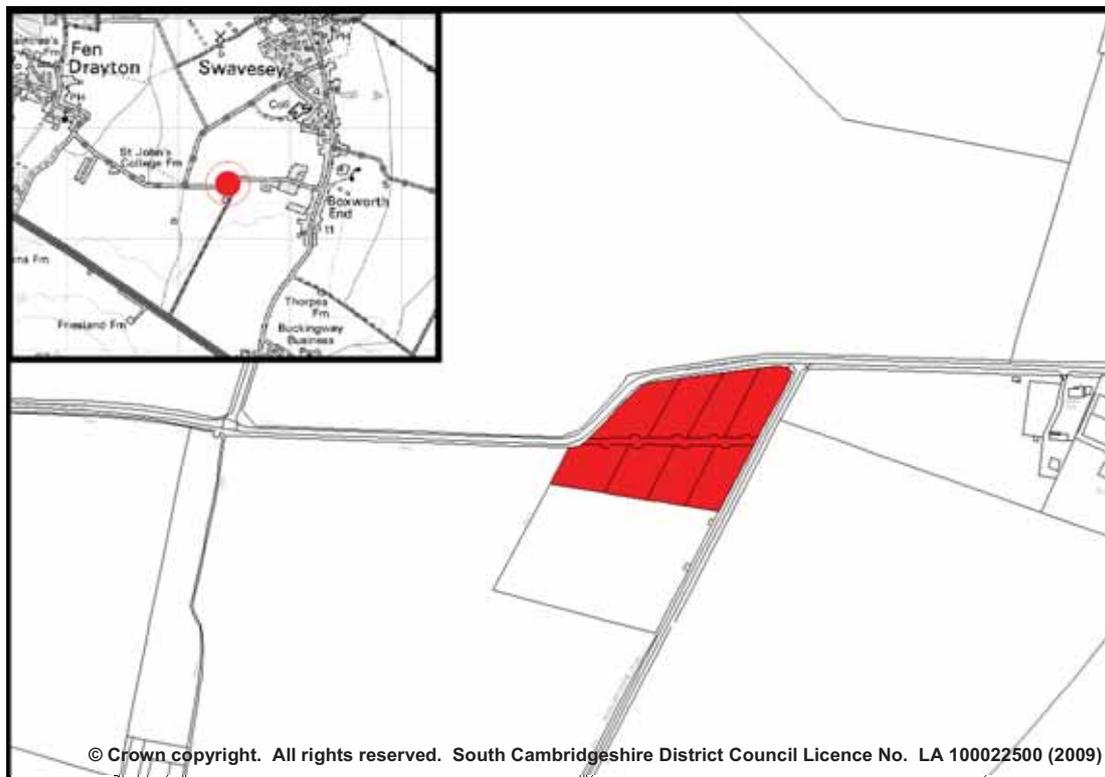
This would be an appropriate site option with good access to a better served Group village, to deliver a small site for an extended family or a public site.

Summary of Sustainability Appraisal: It is likely that there will be benefits in relation to access to facilities and amenities as the site is close to Bassingbourn Village. However, this location is relatively isolated from any higher order settlement, and the bus service is relatively infrequent. There is the potential to enhance the current planting along footpaths to the east and south of the site.

Conclusion:

This potential new site owned by the County Council is close to services and facilities in a Group village and if appropriately designed would have limited landscape impact. It is considered an appropriate site option for consultation.

SITE 19 – ROSE & CROWN ROAD, SWAVESEY



Site Size: 8 Pitches

Summary of Assessment: The site lies between Fen Drayton and Swavesey on a bend in Rose and Crown Road, approximately 700m from the southern edge of Swavesey village. The site is accessed via Scotland Drove which lies to the east of the site, which is also a public right of way (bridleway). The current layout which benefits from temporary planning consent includes 8 large pitches off a central access road. Each pitch is permitted to accommodate up to 5 caravans. These are larger than typical family pitches found elsewhere in the district but the relatively low density helps to mitigate the landscape impact of the development and no change is proposed.

A number of infrastructure issues have already been addressed through the temporary consent, including appropriate road access. A landscaping scheme has already been implemented, which would in time mitigate wider landscape impacts and help integrate the site with the wider landscape.

The site is separated from the built up area of the village, which does impact on accessibility. There is no footway alongside the road, but there are roadside verges. A range of services and facilities are available within 2,000m, and there is a bus stop providing an hourly service around 860m from the site. The needs of the site are already being met by local services, including schools.

Summary of Sustainability Appraisal: The site is in an open position and can be seen over long distances, appearing as an 'island' in the open landscape. Facilities in Swavesey are located some distance from the site and this has the potential to reduce any benefits. Furthermore, the site is isolated from a higher order settlement, and so dependency on the private car for longer journeys could be relatively high.

Conclusion:

This site near to the Group Village of Swavesey is considered an appropriate site option for consultation.

SITE 20 - NEW FARM, OLD NORTH ROAD, WHADDON



Site Size: 2 Pitches

Summary of Assessment: The New Farm site lies on the A1198 near Bassingbourn Barracks, to the west of the village of Whaddon. It comprises 14 rented pitches, owned by Cambridgeshire County Council and managed by South Cambridgeshire District Council. There is residential development to the south, and the barracks to the west, and agricultural land to the north and east. The site is surrounded by an area of woodland which largely screens the site from the wider countryside.

The site is not ideally located in relation to a better served village (the nearest being Bassingbourn around 2.7km from the site), but there are exceptional circumstances which warrant additional pitches in this location. Whilst operating successfully, it is considered that the layout and facilities of the site could be improved to make better use of this existing site, and in doing so it would be possible to slightly increase the number of pitches. There is an area of land to the rear of the site that could be better utilised whilst not increasing the overall impact of the site.

Summary of Sustainability Appraisal: The site benefits from being an existing Gypsy and Traveller site, but it is not an ideal location in terms of access to facilities and amenities as the site is some distance from the nearest better served village.

Conclusion:

The opportunity to improve the site would allow a small number of additional pitches to be created. It is considered an appropriate site option for consultation.

8. TRANSIT PITCH PROVISION

- 8.1 Transit sites are temporary stop-offs used by Gypsies and Travellers who are simply passing through an area for a specific period of time. There is currently no transit provision in Cambridgeshire. National policy supports facilitating the traditional way of life of Gypsies and Travellers. There is evidence that Travelling has reduced because the difficulties of finding somewhere safe to stop. There is also evidence of need from the monitoring of illegal encampments, where Travellers are passing through an area resort to roadside sites.
- 8.2 The emerging East of England Plan policy regarding provision for Gypsy and Travellers requires a network of transit provision to be achieved across the region. This would have the benefit of facilitating a travelling lifestyle, and at the same time address the issue of unauthorised encampments. In Cambridgeshire and Peterborough, the policy would require 40 transit pitches to be delivered by 2011, focused on Fenland, Peterborough, Huntingdonshire, and one site accessible to Cambridge.
- 8.3 A cross-boundary project would need to be undertaken between all the local authorities in the county to consider how pitches should be located across the area. The site accessible to Cambridge could potentially be located in the district South Cambridgeshire. A site would need to meet most of the criteria used for testing site options for permanent residential sites, although there may be differences, as the sites would only be occupied on a short-term basis. Access to the major road network would be a significant benefit.
- 8.4 One potential option would be to use the existing Blackwell site as a transit site. Due to the need to provide suitable alternative accommodation it is unlikely that that Blackwell could become a transit site in the period 2006 to 2011 as required by the emerging East of England Plan policy. Due to the obvious potential of the site the option is being put forward for consultation at this stage, despite the timing difficulties, and in advance of any county wide review.

TRANSIT SITE OPTION - SITE 21 – BLACKWELL SITE, CAMBRIDGE



Site Size: 10 Transit Pitches

Summary of Assessment: The Blackwell site is an existing permanent residential site on the north-eastern outskirts of Cambridge, that has been in operation since the 1980's. The site was originally operated as a Transit site providing short-term accommodation, but due to a high level of need in the district it has been used as a site for longer-term residential accommodation for Gypsies and Travellers for a number of years. As a result of its location near to the A14 there has been general dissatisfaction with the quality of the residential environment. Amending the use of the site could be a positive opportunity to improve the living environment for any future residents, for example by increasing the separation distance to the A14.

The site has good access to Cambridge and the major road network, it would therefore be well placed to meet the emerging requirements of the East of England Plan for a Transit site accessible to Cambridge. Due to the need to deliver alternative affordable permanent residential pitches to make up for the loss of this site, it would be difficult to deliver the site by 2011, and the 2011 to 2016 period would be more realistic.

The location has very good access to public transport, which will be enhanced further by the opening of the guided bus. An added advantage is that the site is accessible to Addenbrookes Hospital. As it is an existing site the return to a Transit use would

have limited additional impacts, and would require little in the way of additional infrastructure.

The site in its current form would be a large site to manage in a Transit form. It is considered that if it does return to Transit use the site should be reduced to 10 pitches.

Summary of Sustainability Appraisal: There is the potential for benefits in relation to this site on the edge of Cambridge to access to facilities and amenities as the site has good access to public transport services including the guided bus providing services to Addenbrookes. Furthermore, there is good access to Cambridge, where there is a full range of services and facilities. However, the effects of changing the status of the site from permanent residential to transit in relation to meeting housing needs, addressing inequalities, crime and creating places is not known.

Conclusion:

Reverting the use back to a Transit site could be a positive opportunity to provide a site in a location with very good access to Cambridge and the major road network, and meet the needs of residents in better locations.

9. TRAVELLING SHOWPEOPLE PROVISION

- 9.1 The GTDPD also addresses planning issues regarding Travelling Showpeople. Since the first GTDPD Issues and Options Report, the government has published additional guidance (Circular 04/2007). Circular 04/2007 requires that the needs of Travelling Showpeople are to be treated in a similar way to those of Gypsies and Travellers, with provision requirements created through regional plans and implemented through district plans.
- 9.2 Whilst no specific figure was included in the draft East of England Plan policy, following the Panel Report the emerging policy requires that provision of 18 plots should be made for Travelling Showpeople in the period 2006 to 2011 in Cambridgeshire & Peterborough, with a 1.5% annual allowance for household growth. In planning to 2021 this would create an additional requirement of 12 plots, giving a total for 2006 to 2021 of 30 plots. A plot is a term used with reference to Travelling Showpeople to refer to a space for a single accommodation unit.
- 9.3 The emerging East of England Plan policy does not specify how much of this growth should take place in South Cambridgeshire. A cross-boundary project may need to be undertaken between all the local authorities in the county to consider how pitches should be located across the area. The primary evidence used by the Panel in their recommendation was based on surveys and evidence collected by the Showman's Guild. This indicated that the majority of need was identified in other districts, particularly East Cambridgeshire. This is reflected in the emerging East of England Plan policy, which refers to the need as being located in 'East Cambridgeshire and elsewhere'. In South Cambridgeshire, 3 additional plots are required over 5 years, 2 resulting from household growth, and 1 from an existing overcrowded plot.
- 9.4 There are two Travelling Showpeople sites in South Cambridgeshire, both on Kneesworth Road in Meldreth. One site has capacity for an additional 6 plots within the site area. These additional plots would contribute towards the requirements of the East of England Plan. This is included as a site option for consultation.

**TRAVELLING SHOWPEOPLE SITE OPTION - SITE 22 – BIDALLS BOULEVARD,
KNEESWORTH ROAD, MELDRETH**



Site Size: 6 Additional Plots

Summary of Assessment: The site is located in the rural area outside the Group village of Meldreth. It has existing consent as Travelling Showpeople's site, providing a maximum of 11 plots. As these have already been developed not using the whole site area there is potential within the site area to accommodate additional plots.

There are issues with the location that do not perform well against the criteria. The nearest Doctors surgery is in Melbourn, around 3km from the site. There is also no footway along Kneesworth Road to the village. There are already a total of 21 Showpeople plots in this area. However, as it is an existing site, many infrastructure issues have already been resolved. The existing site is already screened by large hedges, and the impact on the landscape of additional plots would be minimal. The education needs of additional plots could be met locally. It is a suitable site option for consultation.

Summary of Sustainability Appraisal: There is the potential for an adverse effect in relation to access to facilities and amenities as the site is some distance from the built-up area of the village and public transport services are poor.

Conclusion:

The site can accommodate further plots with minimal additional impact, and therefore is a suitable site option for consultation.

10. GYPSY AND TRAVELLER SITES IN THE GREEN BELT

- 10.1 National planning policy on Green Belts applies equally to applications for planning permission from Gypsies and Travellers or Travelling Showpeople, and the settled population. There is a general presumption against inappropriate development within Green Belts. New Gypsy and Traveller sites in the Green Belt are normally inappropriate development. Alternatives should be explored before Green Belt locations are considered.
- 10.2 Circular 1/2006 indicates that alterations to take land out of the Green Belt can be used in exceptional circumstances for housing and other types of development normally inappropriate to be located within the Green Belt. Such alterations may be needed in cases where a local authority's area contains a high proportion of Green Belt land and no other suitable sites outside the Green Belt exist.
- 10.3 It is also possible that there may be site specific exceptional circumstances for individual sites to be identified specifically for use as Gypsy and Traveller sites. There are number of existing Gypsy and Traveller sites that benefit from temporary planning permission in the Green Belt. These have been tested to assess whether there could be exceptional circumstances for their allocation, particularly given the certainty over their deliverability, a key planning consideration under the LDF system. In addition, the site option at the Ida Darwin Hospital site in Fulbourn is an area defined as a Major Developed Site in the green belt, and would remain so even if the site were redeveloped. No new site options have been identified within the Green Belt as a matter of principle.
- 10.4 Green Belts should only be altered in exceptional circumstances. Therefore it is important that their boundaries are clearly defined, using readily recognisable features such as roads or natural features, and defensible in the long term. The removal of a single isolated area from the Green Belt to accommodate a Gypsy and Traveller site, effectively creating an 'island' within the Green Belt, is unlikely to meet this requirement. It may also set an undesirable precedent for other inappropriate uses, such as housing, to try to locate within the Green Belt. Therefore if a site is allocated in the Green Belt it may be more appropriate for the Green Belt status to remain in place.

OPTION OPT1:

If sites are allocated in the Green Belt under exceptional circumstances, they should remain in the Green Belt.

REJECTED OPTION OPT2:

If sites are allocated in the Green Belt under exceptional circumstances they should be removed from the Green Belt.

EDGE OF CAMBRIDGE - CHESTERTON FEN ROAD

- 10.5 The site assessments identified 2 sites [sites 1 and 2] on the west side of Chesterton Fen Road that lie within the Green Belt as site options for consultation. It is therefore relevant to also consider how the Green Belt designation would be dealt with if sites were proposed to be allocated in the plan.
- 10.6 Currently in this area there are 125 pitches, and an additional 26 pitches with planning permission, all of which are located in the Green Belt. If the 2 additional sites were to be allocated in the Chesterton Fen Road area, they would extend the area west of the road with permanent consent for Gypsy and Traveller pitches further to the north. It would not be logical to take the additional sites proposed out of the Green Belt in isolation and the area should be considered holistically.
- 10.7 A potential option would be to take all the area of land west of Chesterton Fen Road out of the Green Belt, and safeguard the land for Gypsy and Traveller use. However, there is considerable pressure for development on the edge of Cambridge. If this area were to be removed from the Green Belt, even if safeguarded for Gypsy and Traveller uses, there would be pressure for alternative uses which may have a higher land value. It is important to secure the long term provision of Gypsy and Traveller sites to meet the needs of the district. The best way to protect the area for such uses is to maintain it in the Green Belt. It is therefore considered that the area should be retained within the Green Belt if additional sites are allocated.

OPTION OPT3:

If additional sites are allocated at Chesterton Fen Road, the area west of Chesterton Fen Road should remain in the Green Belt.

REJECTED OPTION OPT4:

If additional sites are allocated at Chesterton Fen Road, the area west of Chesterton Fen Road should be removed from the Green Belt.

11. GYPSY AND TRAVELLER SITES AT MAJOR DEVELOPMENT SITES

- 11.1 The council's preferred approach following the first Issues and Options consultation is that the provision of Gypsy and Traveller pitches will be considered at all major new developments. Six site options for consultation have been identified from this source. Technical Annex – Section F details how site options for testing were identified.
- 11.2 The inclusion of Gypsy and Traveller provision in major developments is consistent with government policy in PPS3: Housing which requires strategic sites to have regard to the needs of specific groups, and to reflect the profile of households requiring housing. It is also consistent with the emerging East of England Plan Gypsy and Traveller policy, which states that 'Opportunities should be taken to secure provision through major developments.'
- 11.3 There are locational advantages in linking some new site provision with major new developments. It will help to mainstream Gypsy and Travellers site provision, addressing it as part of general housing needs. It reflects government guidance in Designing Gypsy and Traveller Sites – Good Practice Guidance which states that 'Where possible, sites should be developed near to housing for the settled community as part of mainstream residential developments.' Some Gypsies and Travellers have a preference for some detachment and rural locations, but this does not preclude suitably designed provision as part of major developments. Sites could be delivered through section 106 agreements between the council and developers.

TENURE OF GYPSY AND TRAVELLER PROVISION AT MAJOR DEVELOPMENTS

- 11.4 Gypsy and Traveller sites may be in public or private ownership. Public sites are typically managed by local authorities or housing associations, and provide affordable rented accommodation. Private sites are privately owned, and either owner occupied or rented out.
- 11.5 Around 40% of permanent authorised pitches in the Cambridge Sub-Region are public sites. The Cambridge Sub-Region Traveller Needs Assessment notes that South Cambridgeshire has a particularly high ratio of private authorised to council accommodation (around 12% on council sites), the result of site closures and granting planning permission for several large private sites, but this does not address the needs of those Gypsies and Travellers who lack resources to buy their own land. The Cambridge Sub-Region Traveller Needs Assessment specifically notes the need for further public provision in South Cambridgeshire.

- 11.6 Sites at major development could be either public or private sites, or a mixture of both. Views are now being sought through this consultation.

QUESTION Q4:

Should sites at major developments be delivered as public sites, private sites, or a mixture of both?

LOCATING GYPSY AND TRAVELLER SITES AT MAJOR DEVELOPMENTS

- 11.7 Many Gypsies and Travellers express a preference for a rural location, which is on the edge of or closely located to a large town or city consistent with traditional lifestyles and means of employment. Preferences would appear to support a site on the edge but within a major development, or outside but closely associated with it. Both would have the benefit of being close to services and facilities. Sites outside a major development would not be appropriate where this would lie in the Green Belt, unless exceptional circumstances could be demonstrated.

OPTION OPT5:

Sites delivered through major developments should be within but on the edge of a development, or outside but in close proximity except in the Green Belt.

DESIGNING GYPSY AND TRAVELLER SITES AT MAJOR DEVELOPMENTS

- 11.8 It is not possible or appropriate at this stage to identify specific locations within each major development where Gypsy and Traveller provision should be made. Through masterplanning and site design, a Gypsy and Travellers site could be integrated effectively with a major development.
- 11.9 The GTDPD could include a policy to guide the location and design which covers issues specific to major developments which are additional to the more general criteria based policy applying to all Gypsy and Traveller sites.

OPTION OPT6:

The GTDPD should include a policy covering specific issues relating to the design and location of Gypsy and Traveller sites within or close to major developments, covering the following issues:

- 1) The site should be located within or on the edge of, but closely related to, the Major Development. Sites in the Green Belt would not be appropriate, unless exceptional circumstances can be**

demonstrated at the masterplanning and planning application stage.

- 2) The location should provide good access to the services and facilities of the development.**
- 3) The site location should be compatible with its local environment as well as adjoining and / or nearby land uses to ensure the well being of all future occupants of the Major Development as a whole.**
- 4) The site location, design and layout should provide adequate safety, security and privacy for residents of the site and neighbouring uses;**
- 5) The site should provide appropriately located and safe access for all modes. Access should not rely on minor residential roads.**

THE SIZE OF SITES AT MAJOR DEVELOPMENTS

- 11.10 The council's preferred approach following the first Issues and Options consultation was that generally sites should be no more than 15 pitches. Consultation with Gypsy and Traveller communities has indicated that smaller sites of up to 10 pitches may be the optimum size. This reflects the Cambridge Sub-Region Traveller Needs Assessment, which recommends further public provision on small sites of about ten pitches.
- 11.11 The appropriate number of pitches on an individual site may be influenced by the location of the site in relation to the major development. It may be that a number of small sites could be accommodated better than one larger site. It is considered that this issue should be left to masterplanning and design of a development, rather than the plan being specific over the size of each site at this stage.
- 11.12 However, it is appropriate for the GTDPD to set out the total number of pitches to be provided at each suitable major development. The number should be determined having regard to the scale of the major development and the site assessment.

OPTION OPT7:

Major developments should be required to provide a specific number of pitches through the GTDPD, and how that number is split into individual sites should be left to masterplanning of the development.

TIMING OF DELIVERY OF NEW SITES AT MAJOR DEVELOPMENTS

- 11.13 Most of the major developments identified as options are still at the planning stage, and will take a number of years before they mature into areas with a full range of services and facilities.
- 11.14 If Gypsy and Traveller pitches were to be delivered at the early stages of a development, this would have the benefit of establishing a site early, and contribute to meeting needs sooner. It would also establish a site within a community from the outset. However, they would be in areas with limited services and facilities initially, which could mean additional travel to obtain key services and facilities such as schools and doctors surgery, and a reliance on existing services and facilities outside the area.
- 11.15 If sites are provided later in the development services would be available, but it may cause greater integration difficulties if communities were already established.

OPTION OPT8:

Delivery of sites should be phased so that key services and facilities are available before Gypsy and Traveller pitches are completed.

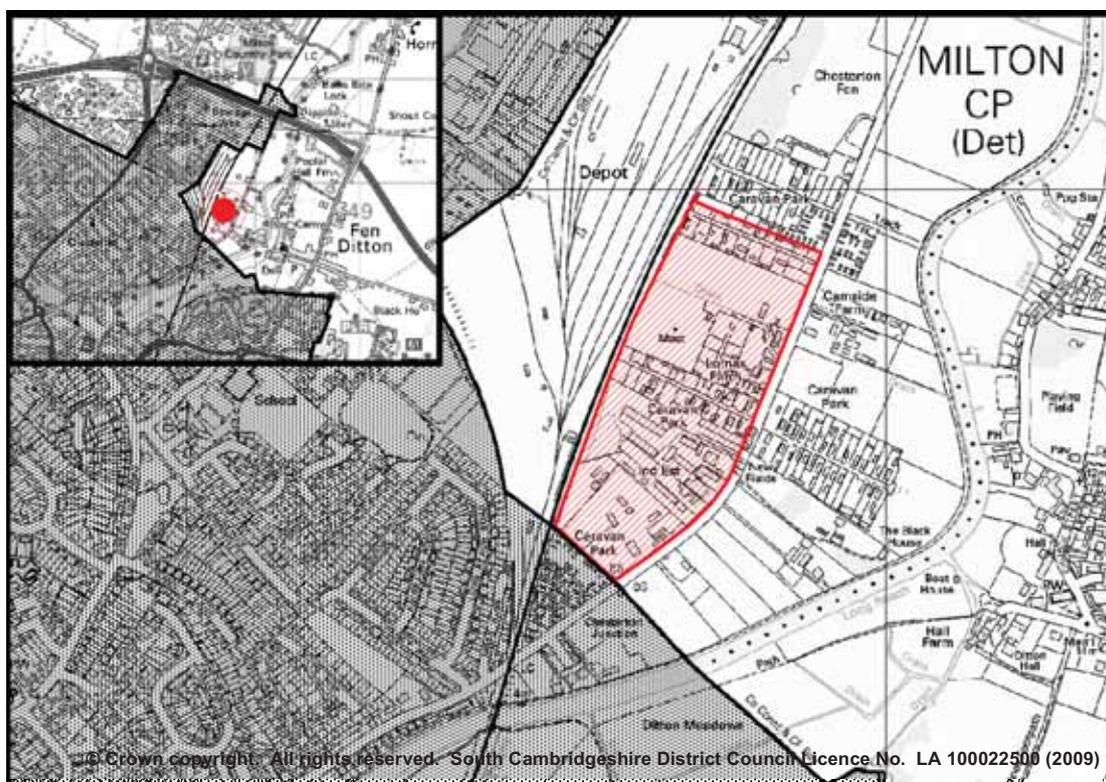
OPTION OPT9:

Gypsy and Traveller pitches should be delivered early in a development, so that sites are established before most of the development takes place but before key services and facilities are available.

12. EXISTING GYPSY AND TRAVELLER POLICIES IN SOUTH CAMBRIDGESHIRE

- 12.1 The South Cambridgeshire Local Plan 2004 includes policy CNF6, which identifies an area of land at Chesterton Fen Road, Milton:

POLICY CNF6: The expansion of existing residential caravan sites or the sporadic siting of individual caravans will not be permitted with the exception of an area on the west side of Chesterton Fen Road up to and including the Grange Park site, and shown on the inset map 103b, where permission may be granted for private Gypsy sites to meet local need so long as they are properly landscaped and drained.



- 12.2 This policy has been saved, and will apply until the GTDPD is adopted.
- 12.3 The policy has delivered a number of pitches, however, it is considered that it should not be included in the GTDPD, as the GTDPD will identify specific site allocations for delivery, rather than relying on an area based policy to deliver windfall sites. In addition, there is limited remaining land available within the site that could be relied upon to deliver pitches.

OPTION OPT10:

Policy CNF6 from the Local Plan 2004 should not be included within the Gypsy and Traveller Development Plan Document.

REJECTED OPTION OPT11:
Policy CNF6 from the Local Plan 2004 should be included within the Gypsy and Traveller Development Plan Document and continue to apply.

13. POLICIES FOR CONSIDERING PLANNING APPLICATIONS

- 13.1 As well as allocating sites to meet the needs identified by the East of England Plan, the GTDPD must also include policies that can be used to test planning applications. These policies are made up of a set of criteria. These criteria must be fair, reasonable, realistic and effective in delivering sites. They should offer some certainty that where they are met planning permission will be granted.
- 13.2 Through the Issues and Options 1: General Approach consultation the council has already tested and consulted on a range of issues that will need to be addressed in planning policies. The council took account of responses when considering their preferred approach. In addition, there are many issues that need to be addressed to reflect national policy and best practice guidance. It is not necessary for policies in the GTDPD to repeat all policy already contained elsewhere in the LDF, or to repeat national planning policy, although these issues can be highlighted in the to help applicants.
- 13.3 A detailed schedule showing how the policies were developed is included in the Technical Annex – Section H.
- 13.4 Two draft policies have been developed for consultation. They are being published in full, including the draft supporting text which would accompany them in the final plan document, to enable detailed comments to be submitted on the wording at this early stage in the plan making process.

DRAFT POLICY REGARDING WINDFALL SITES ON UNALLOCATED LAND OUTSIDE DEVELOPMENT FRAMEWORKS

- 13.5 Whilst the GTDPD will allocate land to meet the East of England Plan requirement for Gypsy and Traveller sites, the council is likely to continue to receive planning applications for land that is not allocated. This is known as windfall development. The GTDPD therefore needs to include policies to judge planning applications for new Gypsy and Traveller and Travelling Showpeople sites on land other than that which will be allocated in the plan. The policy specifically addressed areas outside development frameworks. Within development frameworks, the principle of residential development of an appropriate scale, which could include pitches for Gypsies and travellers or plots for Travelling Showpeople, has already been established through the Core Strategy and Development Control Policies DPDs.

OPTION OPT12:

The GTDPD should include the following policy regarding sites for Gypsies, Travellers and Travelling Showpeople on unallocated land outside development frameworks:

DRAFT POLICY GT1: SITES FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE ON UNALLOCATED LAND OUTSIDE DEVELOPMENT FRAMEWORKS

Planning permission for Gypsy and Traveller caravan sites and sites for Travelling Showpeople on unallocated land outside development frameworks and outside the Cambridge Green Belt, as shown on the Proposals Map, will only be granted where:

- 1) The Council is satisfied that there is a clear established need for the site in the district, and the number, type and tenure of pitches proposed cannot be met by a lawful existing or allocated site in the region.
- 2) The site is located in a sustainable location, well related to a settlement with a range of services and facilities, including a primary school, a food shop and healthcare facilities, and is, or can be made, accessible on foot, by cycle or public transport;
- 3) The number and nature of pitches provided on the site is appropriate to the site size and location, will address the identified need, and will not normally exceed:
 - a. 15 pitches per site in / adjoining Cambridge, Northstowe, Rural Centres and Minor Rural Centres;
 - b. 8 pitches per site in / adjoining Group Villages;
 - c. Generally no pitches should be permitted in / adjoining Infill Villages
- 4) The needs of residents of the site can be met appropriately by local facilities and services without placing a strain on them;
- 5) The site would not present unacceptable adverse or detrimental impact on the health, safety and living conditions of the residents of the site by virtue of its location;
- 6) The site, or the cumulative impact of the site, in combination with existing or planned sites, would respect the scale of, and not dominate, the nearest settled community;

- 7) The site, or the cumulative impact of the site, in combination with existing or planned sites, would not harm the character and / or appearance of the area and / or result in unacceptable impact, in terms of visual intrusion and landscape impact;**
- 8) The site location would avoid adverse impact on existing or proposed public rights of way and would not detract from their convenient, safe and enjoyable use;**
- 9) Sites for Travelling Showpeople must also be suitable for the storage, maintenance and testing of large items of mobile equipment.**

This policy deals with specific issues relating to Gypsy and Traveller sites, but must be read in conjunction with other parts of the development plan, and in particular the Development Control Policies DPD.

The Council has allocated sufficient land to meet the East of England Plan Policy H3 pitch requirement to 2021. The East of England Plan policy details how overall needs identified through Gypsy and Traveller Accommodation Assessments across the region will be met, including the distribution of provision by district. The need identified by the Cambridge Sub-Region Gypsy and Traveller Accommodation Needs Assessment for South Cambridgeshire was a higher figure. The need identified will be addressed, but not all within the District.

Circular 01/2006 requires plans to include criteria based policies that will be used to consider planning applications arising from unexpected demand. These sites are known as windfall sites.

Proposals for Gypsy and Traveller caravan sites are predominantly residential uses and will be acceptable within development frameworks where policies in the Core Strategy and Development Control Policies DPDs are met; in particular in terms of the scale and design of development being appropriate to the settlement, with sites generally no larger than 15 pitches.

Development outside development frameworks is tightly controlled (Development Control Policies DPD Policy DP/7) and proposals for Gypsy and Traveller caravan sites will need to demonstrate a clear need, particularly if the needs identified by the East of England Plan have already been or will be met. This policy therefore addresses the criteria a site proposal outside a development framework would need to meet.

Circular 01/2006 provides clear guidance that sites should be considered on a sequential basis, with allocated sites being used before windfall sites. In the countryside it will need to be clearly demonstrated by applicants why there is an unexpected need for sites in the district, which cannot be met by lawful existing or planned sites in the region.

The policy excludes land in the Green Belt. PPG2: Green Belts establishes a

presumption against inappropriate development in the Green Belt, unless there are very special circumstances and the harm caused is outweighed by other considerations. Inappropriate development is defined in section 3 (of PPG2) and includes Gypsy and Traveller development. If future need arises for affordable sites, which cannot be met outside the Green Belt, consideration of Gypsy and Traveller caravan site provision in the Green Belt will be treated in accordance with the approach to affordable housing exceptions sites (Development Control Policies Policy HG/5).

Issues of sustainability apply to Gypsy and Traveller and Travelling Showpeople sites, emphasised by Circulars 01/2006 and 04/2007. Sites should be located in sustainable locations, located near to villages that can provide a range of services and facilities, in particular school and medical facilities. Consistent with the objectives of PPG13: Transport, seeking to reduce the reliance upon the private car, sites would ideally be located within 2km of a better served village (via a safe walking and / or cycle route), close to a public transport node providing a good quality service.

The size of sites should reflect the sustainability of the settlement. The Core Strategy DPD sets a village hierarchy based on the relative sustainability of the settlement, and a scale of growth suitable in each type of settlement. Similar considerations should apply to Gypsy and Traveller sites. The policy therefore includes the scale of site that will normally be appropriate at the different village types. However, consideration will also need to be given to the capacity of local services and facilities, to ensure available capacity without avoid placing undue strain on them.

Sites must be sited in locations that provide a safe environment for the occupants including in terms of their general health well-being, and should avoid locations in the vicinity of dangerous roads, railway lines, water bodies, or power lines unless impacts can be satisfactorily mitigated. Sites should also respect the local landscape and settlement character to minimise visual intrusion and landscape impact. The use of unstable or contaminated land, or hazardous areas will not be permitted unless appropriate mitigation can be achieved. Sites must also meet the requirements of PPS25 regarding flood risk. Caravans and mobile homes intended for permanent use will not be permitted in areas of a high probability of flood risk or on the functional floodplain or where sites would increase risk of flooding elsewhere.

The impact of the site on the surrounding area, including on areas of acknowledged national or local interest, is a material consideration and must accord with Development Control Policies NE/6, NE/7 and CH/1 – CH/7. Consideration must take account of the cumulative impact of development in addition to existing and planned sites.

Care should be taken to avoid adverse impact on existing public rights of way, in accordance with Development Control Policies DPD Policy TR/4.

Gypsy and Traveller sites are essentially residential. Travelling Showpeople sites

differ in that they need to provide secure, permanent bases for the storage of equipment when not in use. Most Showpeople need to live alongside their equipment, so sites must be suitable for both residential and business use. Care needs to be taken that such activities are appropriately designed and located in order to avoid nuisance to neighbouring uses.

DRAFT POLICY REGARDING DESIGN OF GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE SITES

- 13.6 A design policy is needed to establish what the Council expect to see in terms of the design and layout of new sites. The policy will include criteria relating to the quality of a site and facilities that it must include in order to meet the needs of the Gypsy and Traveller and Travelling Showpeople communities. The policy would apply to all sites seeking to gain planning permission.

OPTION OPT13:

The GTDPD should include a policy regarding design of Gypsies, Travellers and Travelling Showpeople sites.

DRAFT POLICY GT2: DESIGN OF GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE SITES

Proposals for Gypsies and Travellers and Travelling Showpeople sites will only be granted planning permission where they are of a good design and layout and reflect government good practice guidance and where:

- 1) The proposal clearly demarcates the site and pitch boundaries using appropriate boundary treatment and landscaping sympathetic to, and in keeping with, the surrounding area. There should also be clear delineation of public communal areas and private space, and between residential areas and any non-residential areas;**
- 2) Site design takes account of the needs of residents, and provides an appropriate pitch layout that ensures security and safety of residents and allows ease of movement, whether walking, cycling or driving;**
- 3) There is safe access for pedestrians, cyclists and vehicles, including for turning and parking, vehicles towing caravans, emergency vehicles and servicing requirements, including waste collection;**
- 4) All necessary utilities can be provided on the site including mains water, electricity supply, drainage, sanitation and provision for the screened storage and collection of refuse, including recyclable materials;**
- 5) The site is not located on contaminated land, unless the land is capable**

of adequate amelioration prior to occupation;

- 6) The proposal would avoid any unacceptable adverse or detrimental impact on the health and living conditions of the residents of the site or on neighbouring uses, including as a result of excessive noise, dust, fumes, lighting, traffic generation or activity;**
- 7) A utility building, of appropriate scale and design for the location, is included on each pitch, together with an amenity area, appropriate hard standing for a trailer, touring caravan and other vehicle;**
- 8) A communal recreation area is provided for children for all larger sites, and on smaller sites where suitable provision is not available within walking distance on a safe route or using easily accessible public transport;**
- 9) Small stables will be considered on their merits depending upon the nature of the site.**

This policy addresses specific design principles that should be met by all new sites, whether allocation or windfall. Achieving good quality design is central to government guidance provided by PPS3: Housing, and this applies equally to accommodation for Gypsy and Travellers and Travelling Showpeople. The government has published specific guidance relating to the design of Gypsy and Traveller pitches (Designing Gypsy and Traveller Sites – Good Practice Guide) which should be considered when applying for planning permission.

Clear site and pitch boundaries aid site management. A range of different boundaries may be used including fences, low walls, hedges and natural features. Boundaries should take into account adjoining land uses, and be designed with the safety and protection of children in mind. The aim should be to achieve a boundary that is sympathetic to, and in keeping with, the surrounding area. The provision of high quality, indigenous, landscaping, compatible with the scale and character of the development and its environs, may assist in mitigating the impact of the site and integrating it into its surroundings.

Gypsy and Traveller caravan sites are predominantly residential uses. This is established by Government Guidance on Designing Gypsy and Traveller sites and is reflected in South Cambridgeshire. However, Travelling Showpeople may require space for the storage and maintenance of large pieces of equipment. The site design and layout should ensure the amenity and safety of residents is protected by locating non-residential uses away from the residential and communal areas.

The site design and layout should ensure the safety and security of residents. If external lighting will help achieve this, it should be designed into the proposal at the outset to ensure it is the minimum required and appropriate for the location, and accords with Development Control Policies DPD Policy NE/14. Safe access to, and movement within, the site for pedestrians, cyclists and vehicles is essential, as well

as ensuring access is retained at all times for emergency vehicles and servicing requirements, including refuse collection.

Sites must be capable of being serviced by all necessary utilities in order to provide an appropriate residential environment. Drainage to a public sewer should be provided wherever possible. Where drainage to a public sewer is not feasible sites will only be permitted if proposed alternative facilities are considered adequate and would not pose an unacceptable risk to the quality or quantity of ground or surface water, pollution of local ditches, watercourses or sites of biodiversity importance.

Each pitch should be designed to provide appropriate accommodation for a household, and should normally allow for the siting of at least one a mobile home, touring caravan and space for parking.

Built development in the countryside will be kept to the minimum required in order to minimise harm to the surrounding area. Small utility blocks should typically provide hot and cold water, electricity supply, a separate toilet, bath / shower room, kitchen and dining area, and secure storage, compatible with the scale of development. In addition, each pitch should have a small amenity area, which can be used as a drying area.

It is important to ensure that children of all ages have safe access to play areas whether on-site or within easy access of it. In this context a larger site is defined as 10 or more pitches or plots, similar to the requirements of residential development provided by the Council's Open Space and New Developments SPD. Applications should demonstrate how the needs of the site will be met.

Where stables are included, sites will need to include sufficient space to exercise horses or be readily accessible to local bridleways and other permitted Rights of Way.

This policy should be read in conjunction with the Development Control Policies DPD. In particular the location, layout and design of sites should conserve and wherever possible enhance biodiversity, local landscape (including landscape character), and cultural heritage (Policies NE/6, NE/7 and CH/1 – CH/7). Infrastructure needs of sites should accord with Policies NE/9 and NE/10. The wider environmental impact of sites should accord with Policies NE/14 - NE/16, and TR/4 for Public Rights of Way.

14. MONITORING

14.1 The GTDPD will need to be monitored, to provide information on the performance of the plan and to allow the council to assess whether changes are needed in order to meet its objectives. Continuous monitoring and review of policies takes place through the LDF Annual Monitoring Report (AMR), which is published in December every year.

14.2 Three relevant indicators are already monitored through the AMR:

Gypsy & Traveller pitches completed (Indicator CO-H4) – Provides details of the net change in permanent pitches and transit pitches annually, and whether new provision is public or private provision. Any temporary planning consents are also identified.

Unauthorised Gypsy & Traveller sites (Indicator LOA4) – Provides details of caravans and sites in the following categories –

- Unauthorised private sites.
- Unauthorised tolerated sites with temporary planning permission.
- Unauthorised tolerated sites.
- Illegal encampments.

Assessment of Land Supply – Monitors progress on delivery of allocations in the LDF.

These indicators are considered appropriate and sufficient to effectively monitor the implementation of the GTDPD.

OPTION OPT14:

The monitoring indicators currently included in the Annual Monitoring Report are sufficient to monitor the performance of the Gypsy and Traveller DPD.

APPENDIX A. REJECTED OPTIONS

- A.1 The following options were identified for testing, but failed against the criteria to warrant rejection, and are not considered reasonable options for allocation. They are included for consultation to enable views to be submitted on whether you agree or disagree with their rejection.
- A.2 Of the 22 sites listed, 12 were identified from reviewing land owned by the County Council. For further information on how these were identified see the Technical Annex – Section E. A specific number of pitches for each site have not been identified, as these locations are not considered suitable for development.
- A.3 The remaining options comprise sites with temporary consent, unauthorised sites, former public sites, and a site suggested through public consultation. The detailed site assessments are contained within the Technical Annex – Section C.

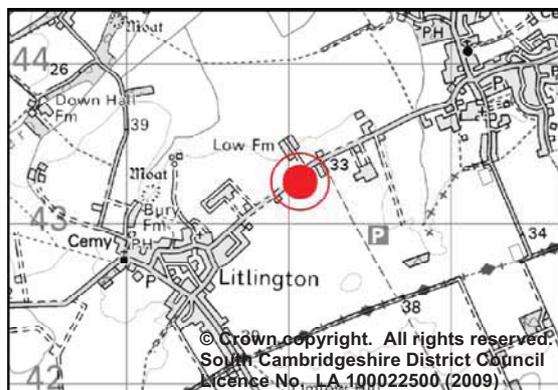
Table 3: Rejected Options

Site Number	Source	Location	Address	Number of Pitches (where existing)
R1	County Council Land	Bassingbourn	Land at Bassingbourn Road	
R2	County Council Land	Bassingbourn	Land on The Causeway	
R3	County Council Land	Bassingbourn	Land at South End	
R4	County Council Land	Cottenham	Land fronting Long Drove	
R5	County Council Land	Cottenham	Land fronting Rampton Road, north of Ramphill Farm	
R6	County Council Land	Cottenham	Land fronting Rampton Road, south of Ramphill Farm	
R7	County Council Land	Cottenham	Land fronting Twenty Pence Road (Eastern Part)	
R8	County Council Land	Cottenham	Land fronting Twenty Pence Road (Western Part)	
R9	Unauthorised Site	Cottenham	Smithy Fen	
R10	Temporary Consent	Harston	Button End	1
R11	County Council Land	Histon	Land south of Manor Park	
R12	Former Public site	Meldreth	Former Local Authority Site, Kneesworth Road	15

Site Number	Source	Location	Address	Number of Pitches (where existing)
R13	Unauthorised Site	Milton	Camside Farm, Chesterton Fen Road	1
R14	Site Suggested through Consultation	Milton	Land west of Chesterton Fen Road	
R15	County Council Land	Over	Land at Willingham Road	
R16	County Council Land	Over	Land South of Willingham Road and West of Mill Road	
R17	Temporary Consent	Rampton	Cuckoo Lane (1)	3
R18	Temporary Consent	Rampton	Cuckoo Lane (2)	1
R19	Former Public site	Willingham	Former Local Authority Site, Meadow Road	15
R20	County Council Land	Willingham	Land at Rampton Road	
R21	Temporary Consent	Willingham	7 Belsars Field, Schole Road	1
R22	New Site	Willingham	North of The Stables, Schole Road	1

REJECTED SITE OPTIONS

SITE R1 - LAND AT BASSINGBOURN ROAD, BASSINGBOURN / LITLINGTON



Reasons for Rejection: The site comprises agricultural land, located between Litlington and Bassingbourn. It is also largely surrounded by agricultural land. The site has a largely rural setting. Due to the openness of the area the site would have an impact on the landscape, but it would be possible to lessen the impact with a well designed planting scheme and a good site design. Whilst the site is some distance from the edge of the village it has reasonable access to key services and facilities in the Group village of Bassingbourn, including schools, a doctors surgery and a food shop. It has access to the village by footway alongside the road, and there is a bus stop within 620m. The frequency of the public transport service is not ideal, generally offering only a two hourly service. The primary school is currently at capacity in a number of year groups, but the development of the site post 2011 would allow needs to be planned.

The key issue relates to road access. Due to the location on a bend in the road it is unlikely appropriate visibility splays could be achieved, therefore it cannot be confirmed that safe access could be provided.

SITE R2 – LAND ON THE CAUSEWAY, BASSINGBOURN



Reasons for Rejection: The site forms part of a large field which fronts onto The Causeway on the south side of Kneesworth. Whilst the site is some distance from the edge of Bassingbourn it has reasonable access to services and facilities. It has access to the village by footway and there is a bus stop within 620m. However, the frequency of the public transport service is not ideal, generally offering only a two hourly service. Development would create further linear development on the south side of the Causeway, reducing the visual break between Bassingbourn and Kneesworth. The landscape is very open, and any site would be likely to be prominent and have a significant landscape impact. Impacts would be difficult to mitigate.

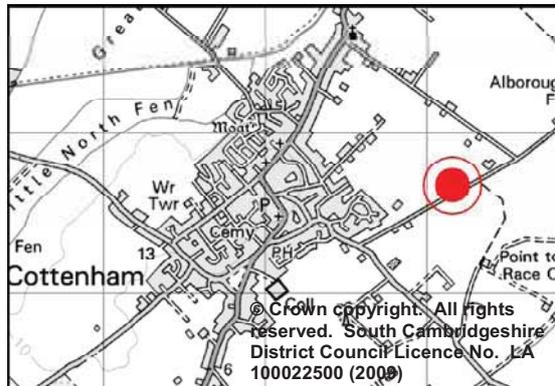
SITE R3 – LAND AT SOUTH END, BASSINGBOURN



Reasons for Rejection: Site forms northeast part of large field to the southwest of Bassingbourn. The far end of South End has a low key residential character. It forms part of the Conservation Area and includes a number of listed buildings. Development would impact on the character of the area, and have a detrimental impact on the setting of the Conservation Area. It is unlikely this could be overcome by site design or landscaping. There are concerns with regard to the impact on the historic environment sufficient for the County Council Archaeology Service to recommend rejection.

In addition, development of the site would be likely to have a high impact on the local landscape character. It is likely that access to the site would require removal some of the existing planting to achieve adequate sight lines. To the north the site would be partially screened from the village by tree and hedge planting. However the site would be open to the west and south, and be highly visible across open fields from the footpath-bridleway, the nature areas, and the long-distance footpath. Impact could be lessened by planting but would be unlikely to mitigate the impacts completely.

SITE R4 – LAND FRONTING LONG DROVE, COTTENHAM



Reasons for Rejection: This land to the west of Cottenham is located 600m along Long Drive, which is a thin single-track lane primarily used for agriculture and access. Although some distance from the edge of the village, the sites meets the locational requirements. However, there are concerns with regard to the impact on the historic environment of developing the site, sufficient for the County Council Archaeology Service to recommend rejection.

In addition, Long Drive is a single lane poor quality road, with few passing places. The road already serves a number of farms and light industrial units. The highway authority does not wish to see its use intensified further, unless the road is widened to at least 5m. Access to public transport is beyond 1,000m.

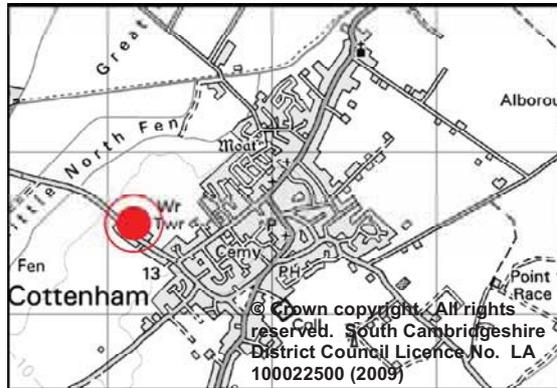
There would be a high impact of development due to the openness of the countryside in this location. Surrounding fields are very open, with limited landscaping to break up the view. It would be difficult to mitigate through landscaping.

SITE R5 – LAND FRONTING RAMPTON ROAD, NORTH OF RAMPTHILL FARM, COTTENHAM



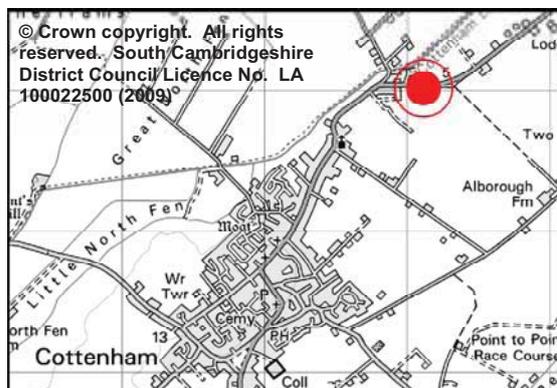
Reasons for Rejection: The area is made up of agricultural land, mid-way between Cottenham and Rampton. An area of community woodland is situated to the north of the site. To the south east there is further open land before a collection of agricultural buildings, and the residential development of the village begins. There are concerns with regard to the impact on the historic environment sufficient for the County Council Archaeology Service to recommend rejection. The location of the site in open countryside between two villages would create a prominent development which would have a high impact on the landscape. It would be possible reduce the visual impact with screen planting to an extent, but such screening may itself appear out of character in the open landscape.

SITE R6 – LAND FRONTING RAMPTON ROAD, SOUTH OF RAMPTHILL FARM, COTTENHAM



Reasons for Rejection: The area lies to the north west of Cottenham, adjoining the edge of the village. There are concerns with regard to the impact on the historic environment sufficient for the County Council Archaeology Service to recommend rejection. The site option would have a high impact on the adjacent housing and farm, and due to its position at the village edge on high ground, would also be highly visible in the landscape over long distances. To achieve access sight lines much of the existing frontage hedge would need to be removed, completely opening up the site, and making mitigation difficult in the short term.

SITE R7 – LAND FRONTING TWENTY PENCE ROAD, COTTENHAM (EASTERN PART)

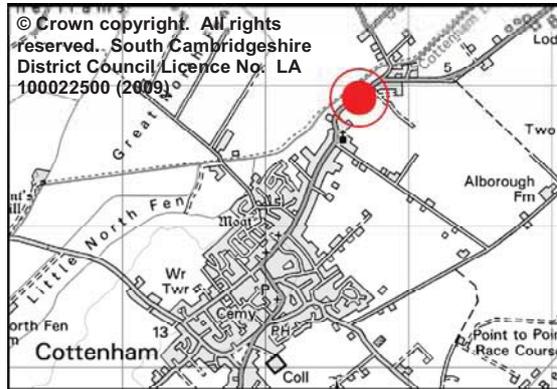


Reasons for Rejection: The site is on the margin of meeting the access to key facilities tests.

There are concerns with regard to the impact on the historic environment sufficient for the County Council Archaeology Service to recommend rejection. The location near to existing industrial development also creates noise and odour issues, which would require further investigation. It is uncertain whether on site measures would provide sufficient mitigation.

In addition, the development in the area would have a high impact on local character and appearance. There would be an impact on the distinctive local landscape and built character, the entrance to the village, and to the setting of the church. Open views to the small fields and church beyond would be lost. The site does not have access to an existing footway. Additional footway may be possible, although this would have a considerable impact on roadside vegetation, and generate additional costs. If access is needed off of Twenty Pence Road, much of the existing mature hedgerow to either side of the site will have to be removed to achieve required sightlines. A constructed access to the site will impact upon the wet ditch and wetland planting. Public transport nearby only offers a two hourly service.

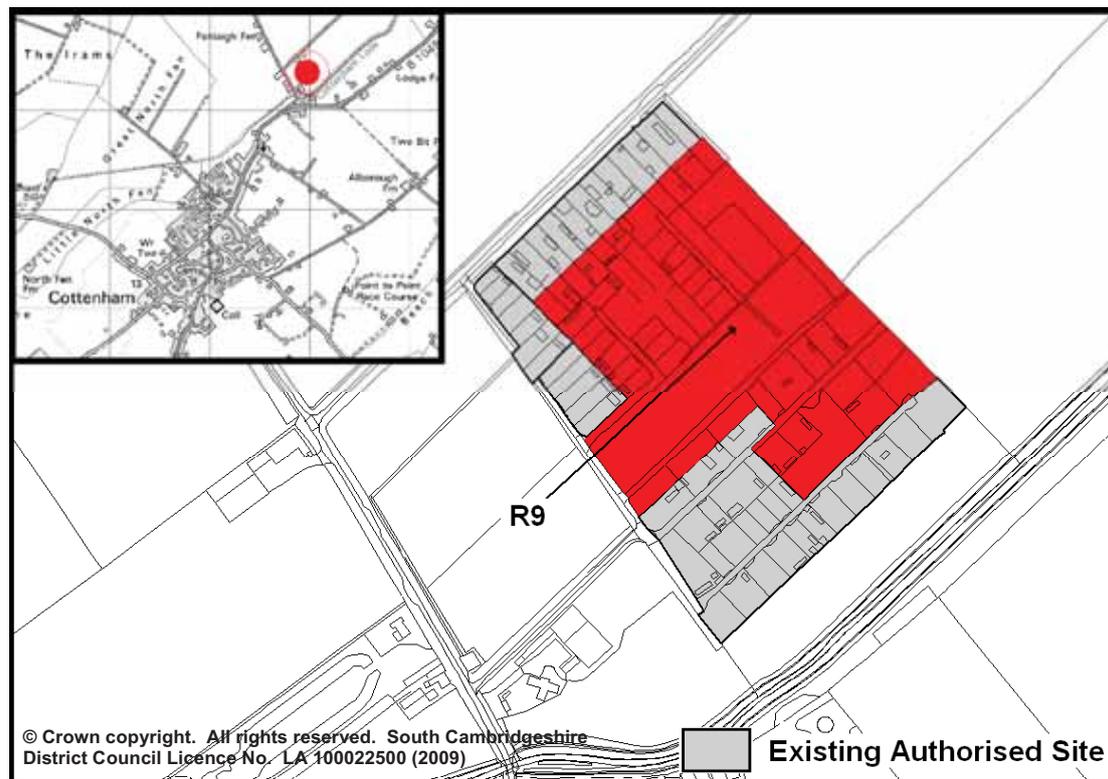
SITE R8 – LAND FRONTING TWENTY PENCE ROAD, COTTENHAM (WESTERN PART)



Reasons for Rejection: There are concerns with regard to the impact on the historic environment sufficient for the County Council Archaeology Service to recommend rejection. Noise issues from nearby development would require further investigation, and it cannot be confirmed whether they could be overcome at this stage.

In addition, there would be a high impact on the distinctive local landscape and built character, including the setting of the Grade 1 Listed church, it would also visually link the edge of Cottenham with the existing housing development on Twenty Pence road to the north-east. It would be likely that a large section of the frontage hedge would have to be removed to achieve the required sightlines to achieve safe access. Public transport nearby only offers a two hourly service.

SITE R9 – SMITHY FEN, COTTENHAM



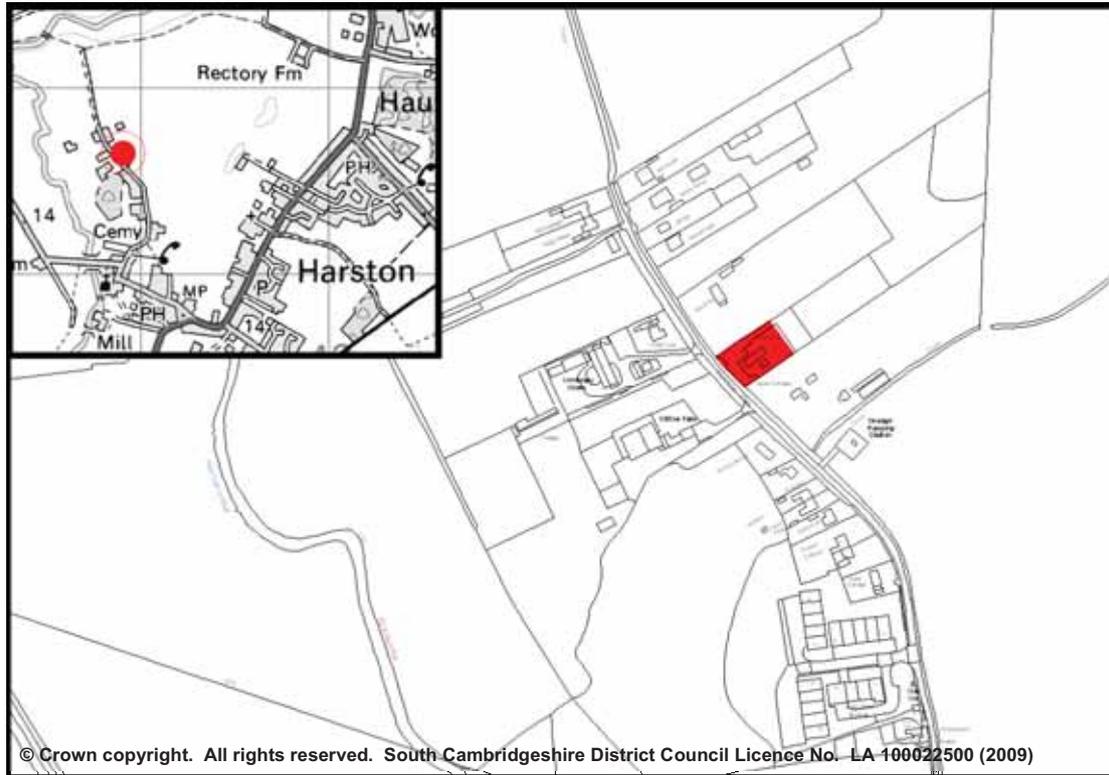
Site Size: 1 to 30 Pitches

Reasons for Rejection: Smithy Fen is located in the countryside to the northeast of Cottenham. It comprises 48 pitches on authorised sites, with an area in between that has been used as unauthorised pitches. The allocation of the site as a whole could result in a development of over 100 pitches, which has previously been demonstrated as inappropriate through the planning application and appeals process. The assessment confirms that the site does not provide a suitable site option for consultation against the site assessment criteria.

The site has relatively poor access to services and facilities, and is beyond 2,000m to the nearest primary school or food shop. Public Transport services nearby only offer a bus every two hours. The site lies in Flood Zone 3. According to PPS25: Development and Flood Risk caravans and mobile homes intended for permanent residential use are classified as highly vulnerable, and should not be allocated in Flood Zone 3.

Smithy Fen is part of the countryside to the northeast of Cottenham. The appearance and character of this site is unsympathetic to the countryside setting. It relates insensitively to the local rural environment and the distinctive fenland landscape character of the locality. Further development at Smithy Fen would harm local character and appearance. It would reduce the important gap between the two permanent sites. This impact would be very difficult to mitigate due to the nature of the landscape. It is therefore not considered suitable for further site allocations.

SITE R10 - BUTTON END, HARSTON

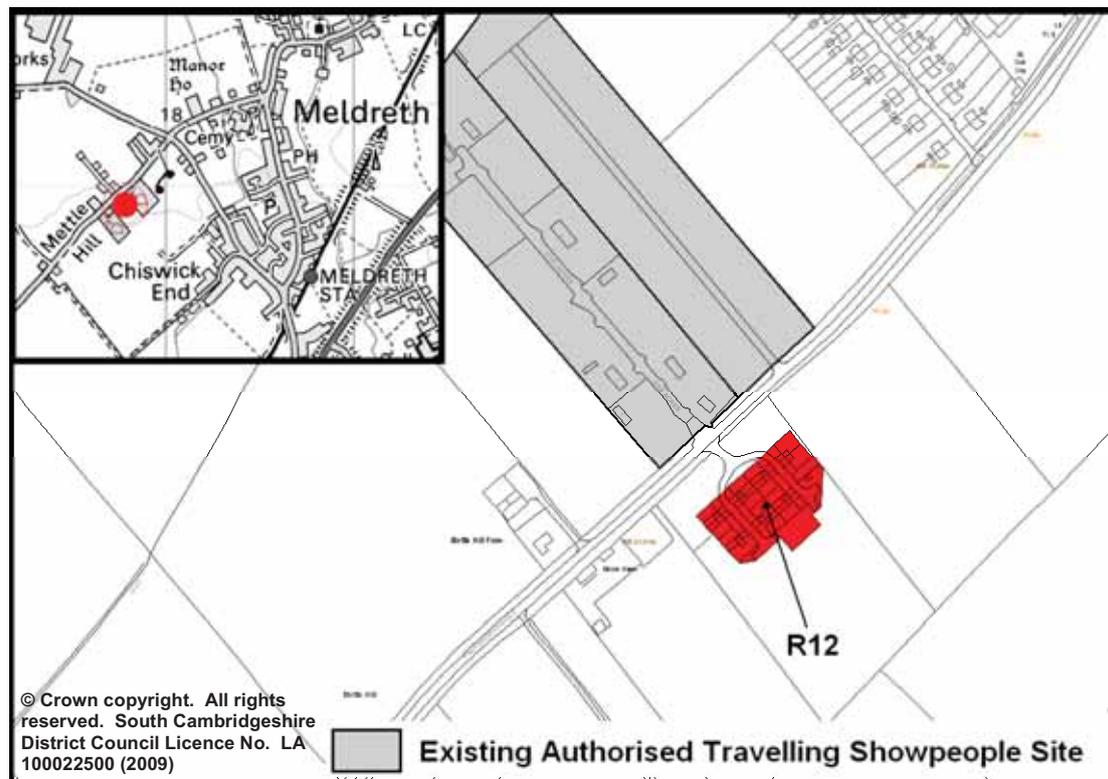


Site Size: 1 Pitch

Reasons for Rejection: The site is located near to a Group village, and is located in the Green Belt north of the village.

The site does impact on the openness of the Green Belt, although this impact is relatively small due to the small scale and the landscaping that exists. Other alternative sites have been identified outside the Green Belt, and in the Green Belt where exceptional circumstances may exist. It is not considered that exceptional circumstances exist for the allocation of a pitch to meet general needs in this location.

SITE R12 – FORMER LOCAL AUTHORITY SITE, MELDRETH



Site Size: 15 Pitches

Reasons for Rejection: This former site was closed in 1996. There would be delivery benefits from allocation of this site, as much of the site infrastructure still exists. However, the site does not meet the Tier 1 tests, as it is not located near to a 'better served Group Village' that has good access to a Doctors surgery. The site is 3km from the nearest GP surgery in Melbourn.

Public transport services accessible to the site are very limited. A development of this scale would create a significant scale of site in this rural area near a Group village, beyond the scale identified as appropriate for a new site in a Group village. It would create a significant number of pitches when combined with the existing Travelling Showpeople sites on the opposite side of the road.

SITE R13 – CAMSIDE FARM, CHESTERTON FEN ROAD, MILTON



Site Size: 1 Pitch

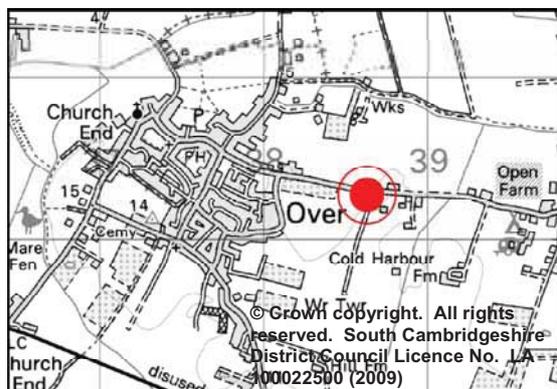
Reasons for Rejection: The site is relatively close to the services and facilities of Cambridge. However, it lies entirely within Flood Zone 3. The site lies in the Green Belt. Gypsy and Traveller Pitches represent inappropriate development in the Green Belt. It therefore would need to be considered whether there are exceptional circumstances to justify the allocation of the site as a permanent Gypsy and Traveller site. Whilst impact on the wider countryside is limited due to the surrounding existing development, it would still impact on the openness of the Green Belt and consolidate development on the east side of Chesterton Fen Road. The mobile homes are sited within the curtilage of an existing bungalow. It is not clear whether this would be suitable site for an allocation to meet general needs.

SITE R14 – LAND WEST OF CHESTERTON FEN ROAD, MILTON



Reasons for Rejection: This site is on the western side of the road and north of the existing development. It was put forward for consideration through the Issues and Options 1 consultation. There is a skip hire business in the south of the site. The remainder is open land, including significant tree coverage on the western side. There is open land to the east. There are Gypsy and Traveller pitches to the south, including Sandy Park which is a site option in this document. The site lies within Flood Zone 3, which defines areas at high risk of flooding and not suitable for residential caravans. The site also lies within the Green Belt. Gypsy and Traveller Pitches represent inappropriate development in the Green Belt. It therefore needs to be considered whether there are exceptional circumstances to justify the allocation of the site as a permanent Gypsy and Traveller site. This area of the Green Belt is very open, more so than the land to the south, with wider views from the north and east. Development would have a significant impact on the openness of the Green Belt, and extend the built up area. There are already sites options identified to the south of this site that would have less impact.

SITE R15 – LAND AT WILLINGHAM ROAD, OVER

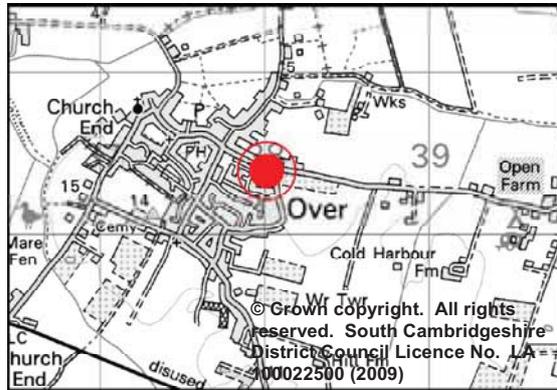


Reasons for Rejection: The site is reasonably accessible to the infrastructure of Over. However, there are concerns with regard to the impact on the historic environment sufficient for the County Council Archaeology Service to recommend rejection.

If a site was identified near the water tower access road, there would be no footway along the road to Over, which is not lightly trafficked.

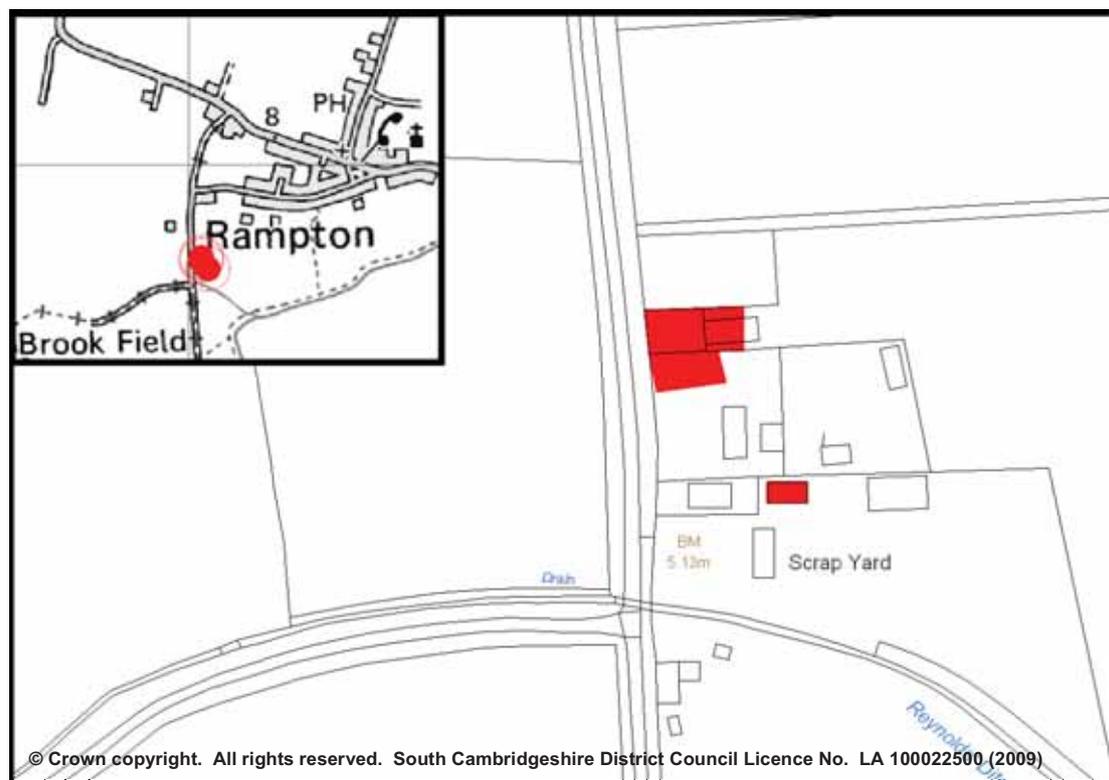
A development in this location would have a significant impact on the landscape and local character. A site would introduce built development to this area of very open land. The site is exposed and open and would be clearly visible from Willingham Road, the adjacent housing, the local farms and from Over and Willingham villages. Further development would visually link existing development to the edge of Over, with a significant impact to the village setting. It is unlikely that the landscape impact of a site in this location could be satisfactorily mitigated.

**SITE R16 – LAND SOUTH OF WILLINGHAM ROAD AND WEST OF MILL ROAD,
OVER**



Reasons for Rejection: This site comprises a small field on the northeast edge of Over. The field itself is open land, surrounded by large hedges on all boundaries. It is surrounded by residential development on three sides. This site is well located for access to the village, so has very good access to services and facilities. However, this is a prominent location, and development of the site would impact the surrounding residential development, and the character of this part of the village edge. These impacts are considered so significant that the site should be rejected.

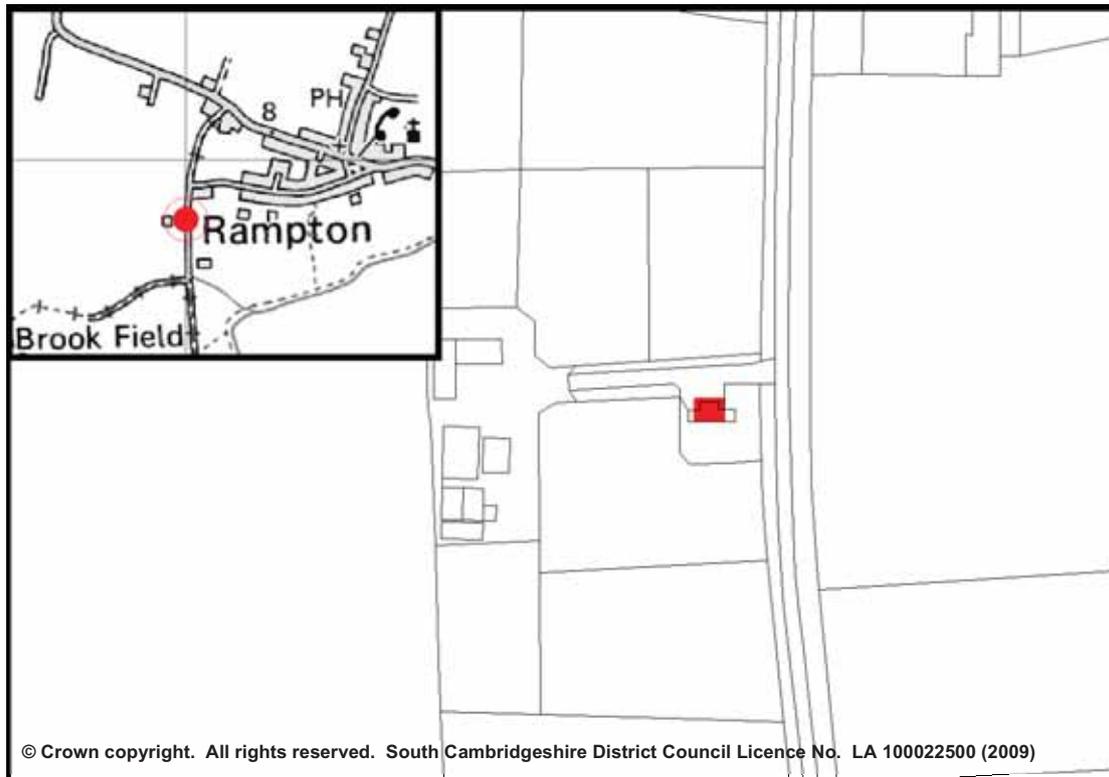
SITE R17 – CUCKOO LANE, RAMPTON (1)



Site Size: 3 Pitches

Reasons for Rejection: The site includes temporary consent for three mobile homes that have been granted based on the personal circumstances of the applicants. This isolated site near an infill village suffers from a number of constraints, including being in Flood Zone 3, and located near an operating scrap yard. It does not warrant consideration for allocation of pitches to meet general needs were those personal circumstances not to exist.

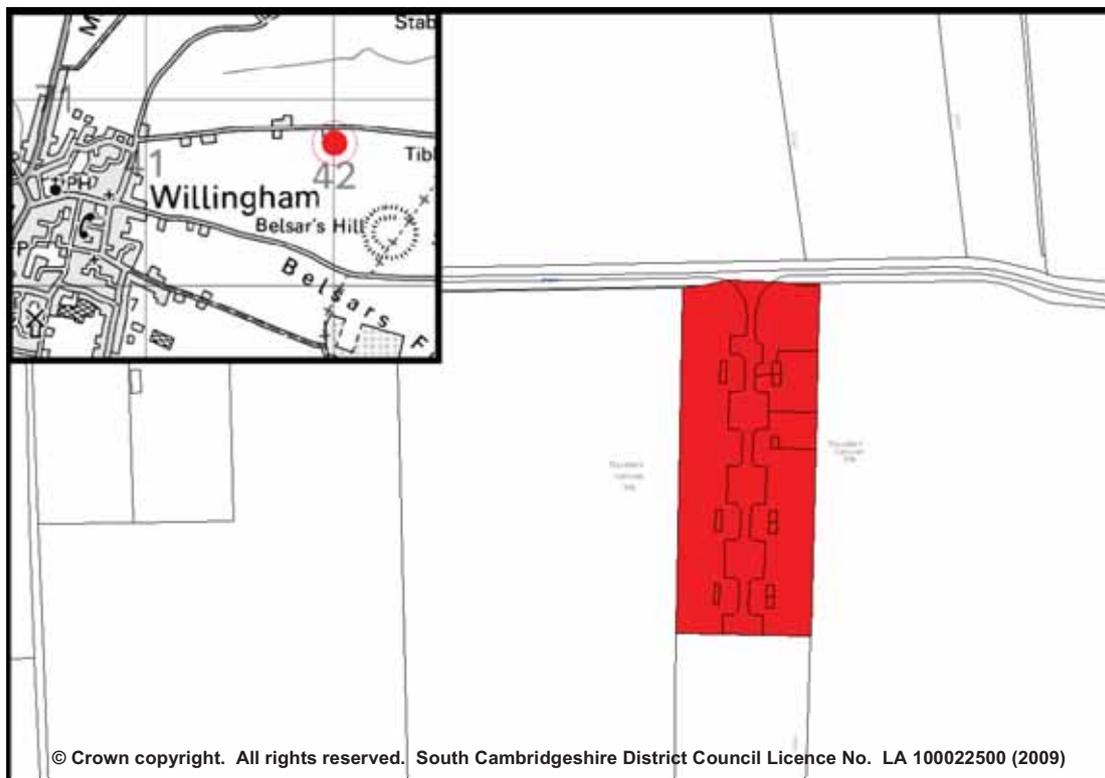
SITE R18 – CUCKOO LANE, RAMPTON (2)



Site Size: 1 Pitch

Reasons for Rejection: This very small site is currently home to one mobile home, in association with agricultural uses on the site. Due to the location near an Infill village it does not meet the tests of Tier 1 for access to services and facilities. The site includes temporary consent that has been granted based on the personal circumstances of the applicants. It is not an appropriate location for an allocation to meet general Gypsy and Traveller needs.

SITE R19 – FORMER LOCAL AUTHORITY SITE, MEADOW ROAD, WILLINGHAM



Site Size: 15 Pitches

Reasons for Rejection: This former Local Authority Travellers site comprised 15 pitches, but is currently used as a 1 pitch emergency stopping place. It lies some distance from the village, significantly further than other site options in this area. It lies just beyond 1,000m from the village framework. The distance from the village means that it has poor access to public transport, and fails to meet the criteria.

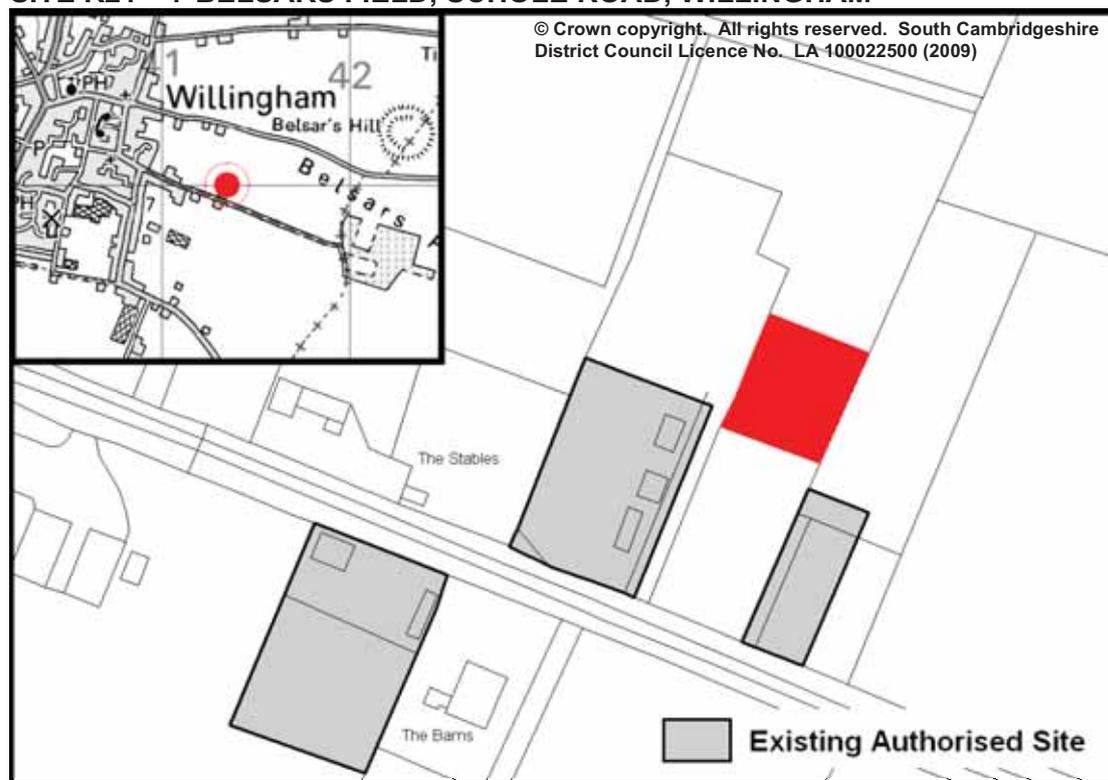
A development of this scale would place significant pressure on local infrastructure. Cambridgeshire County Council Education Service would be concerned with regard to the capacity of local schools to accommodate growth on this scale, and the impact on Gypsy and Traveller children if they could not be accommodated locally.

SITE R20 – LAND AT RAMPTON ROAD, WILLINGHAM



Reasons for Rejection: There are concerns with regard to the impact on the historic environment sufficient for the County Council Archaeology Service to recommend rejection. In addition, there is no roadside footway for 200m, and the road is not lightly trafficked, which would impede walking access to the village. If access was obtained from Rampton Road, large sections of the frontage hedge would be need to be removed to achieve sight lines. The development would be in an open and exposed location and visible from long distances, appearing as an isolated plot in the landscape, and would significantly extend development beyond the village edge of Willingham. Although a planting scheme would reduce the impact, a significant impact on the local landscape and on views from distance to the site would remain.

SITE R21 – 7 BELSARS FIELD, SCHOLE ROAD, WILLINGHAM

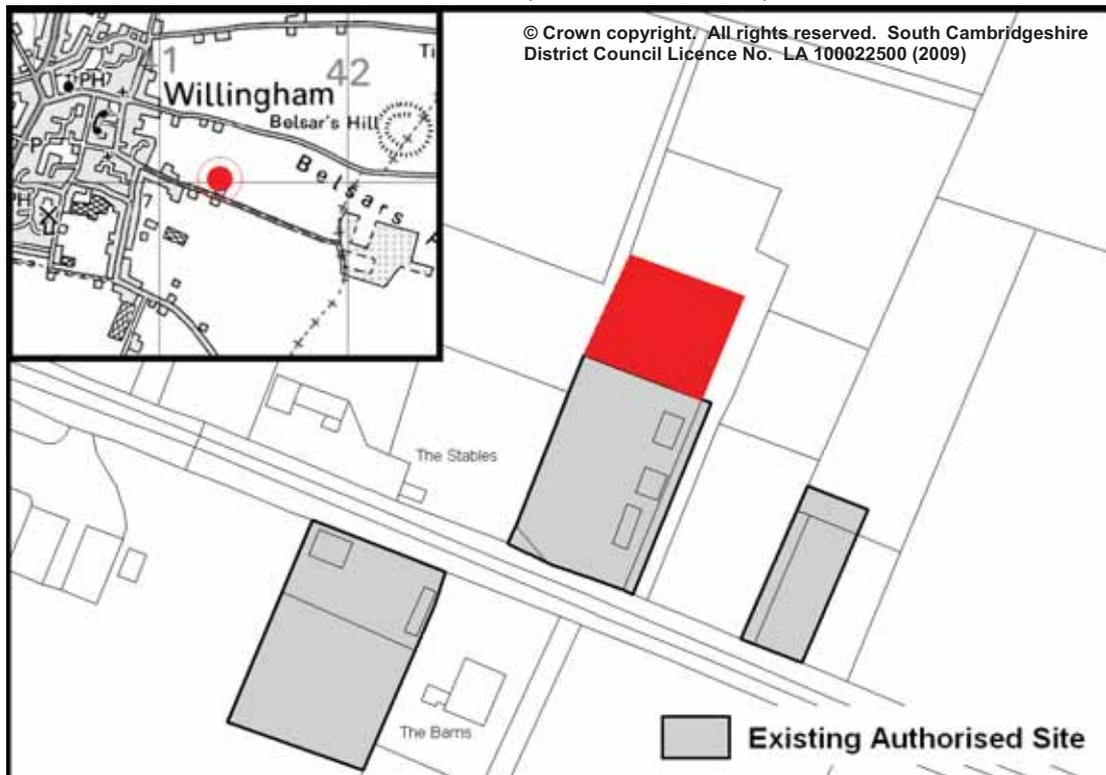


Site Size: 1 Pitch

Reasons for Rejection: This small site is located to the rear of two existing authorised sites which front onto Schole Road. It currently benefits from temporary planning consent. Schole Road is a bridleway, but an additional pitch is not considered to have a significant impact on the use of the route. With regard to infrastructure in the local area, Cambridgeshire County Council Education Service indicate that the needs of the current temporary consented sites in Willingham are already being met by local schools.

The development of sites set back from the frontage north of Schole Road would have a high impact on the wider landscape. In particular there would be impacts on views from the north and east. The site sits on the transition to the north of Schole Road between the small scale field pattern of the village edge area and the more open Fenland character, of large open fields. Sites on the north side of Schole Road are more prominent than those on the south side due to the lack of landscaping that exists. Development of pitches away from the road frontage is not typical of the character of the village or villages in the surrounding area, which tends to comprise long plots with development on the road frontage. In addition this site would link up two others on the frontage, creating a ribbon of development along the road. Mitigation in the form of new planting is possible, but would not be consistent with the landscape character to the north of Schole Road. The impact is considered significant and the site warrants rejection.

SITE R22 - NORTH OF THE STABLES, SCHOLE ROAD, WILLINGHAM



Site Size: 1 Pitch

Reasons for Rejection: Site is located to the rear of an existing site to the north of Schole Road. The site option does not include the full extent of land that has been used to the rear. Schole Road is a bridleway, but an additional pitch is not considered to have a significant impact on the use of the route. With regard to services in the local area, the primary school has reached full capacity, and plans are being drawn up by Cambridgeshire County Council to increase capacity in 2010. Until capacity is increased there would be problems accommodating additional pupils. The improvements will provide capacity to meet current in catchment and forecast demand. It would be important that if this option is allocated that it was only developed when local school accommodation is available.

The development of sites set back from the frontage north of Schole Road would have a high impact on the wider landscape. In particular there would be impacts on views from the north and east. The site sits on the transition to the north of Schole Road between the small scale field pattern of the village edge area and the more open Fenland character, of large open fields. Sites on the north side of Schole Road are more prominent than those on the south side due to the lack of landscaping that exists. Development of pitches away from the road frontage is not typical of the character of the village or villages in the surrounding area, which tends to comprise long plots with development on the road frontage. Mitigation in the form of new planting is possible, but would not be consistent with the landscape character to the north side of Schole Road. The impact is considered significant and the site warrants rejection.

APPENDIX B. SUMMARY OF THE SUSTAINABILITY APPRAISAL

Note: This a copy of the Non-Technical Summary of the Initial Sustainability Report prepared by consultants Scott Wilson. The full Initial Sustainability Report is also published for consultation and available separately.

Non-Technical Summary

Introduction

This section provides a non-technical summary of the findings set out in this Initial Sustainability Appraisal (SA) Report of the South Cambridgeshire Gypsies and Travellers DPD: Issues and Options 2.

Sustainability Appraisal

What is Sustainability Appraisal?

SA is the process of assessing the likely impacts of a plan on the environment, the community and the economy. By law, an SA must be carried out of plans that set out the spatial planning requirements of a local authority. At the moment, local authorities are in the process of preparing new plans which will guide spatial planning in their district for the next few years - the Local Development Framework (LDF). The LDF consists of a number of Local Development Documents (LDDs). There are two types of LDDs – Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).

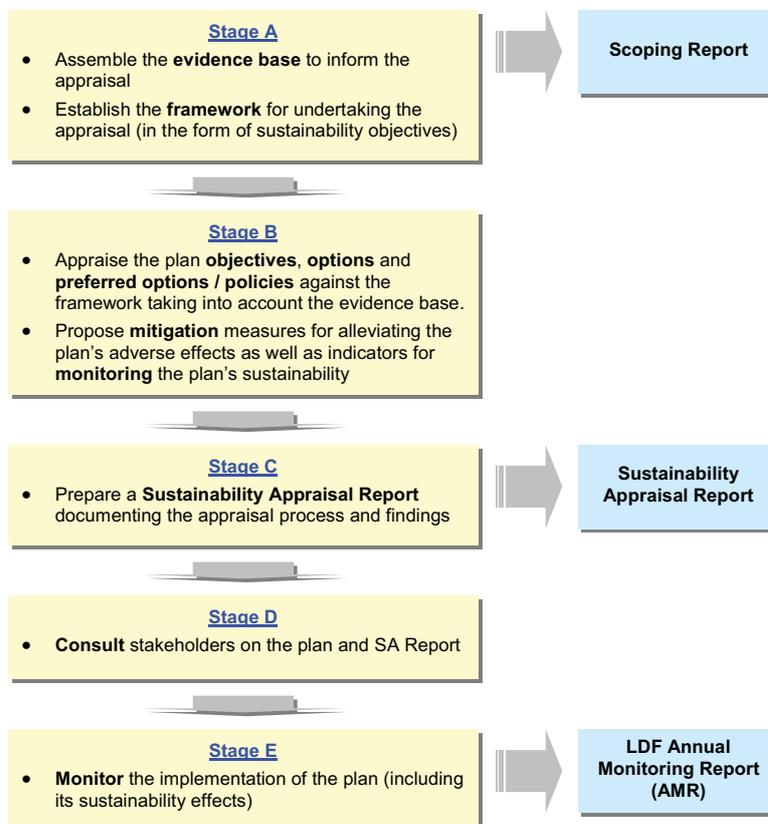
European Directive 2001/42/EC also requires certain plans to undergo a Strategic Environmental Assessment (SEA) to ascertain their effects on the environment. This Directive was incorporated into UK law in 2004. The Government recommends that the two processes of SA and SEA are integrated and simply referred to as SA. The Government has produced guidance for undertaking both processes which is available here:

<http://www.communities.gov.uk/publications/planningandbuilding/sustainabilityappraisal>

How was it done?

Government Guidance separates the SA process into five stages. These five stages run in parallel to the development of the DPD. The figure below shows the different stages of the SA process.

The five stage SA process



Stages A and B are key stages of the SA process. The outcomes of Stage A – the scoping stage - are set out in a Scoping Report (published in 2006 and available on the council’s website¹) and two addendums to this Scoping Report, which related specifically to the SA of the Gypsies and Traveller DPD (one which was produced in 2006 and one in 2009). The purpose of Stage A is to gather evidence and set the scope for the forthcoming assessment stage (Stage B).

Stages B and C are iterative. In 2006 the Council prepared a document for consultation setting out ‘issues and options’ relating to the ‘general approach’ to dealing with Gypsy and Travellers. An SA was undertaken of the options in this document (Stage B) and an SA Report was published (Stage C) entitled ‘Sustainability Appraisal of Gypsy & Traveller DPD: Issues & Options 1’.

The Council has now produced a second document for consultation setting out site options for Gypsy and Traveller pitches as well as the Council’s preferred options for a small number of Gypsy and Traveller development control policies. An SA has now been undertaken of these latest options and preferred options (SA Stage B) and **findings are presented in this SA Report** (SA Stage C).

In the future the Council may wish to consult on further site options, in which case further SA will be undertaken and reported. Once the Council has established its final set of preferred options it will draft a ‘submission version’ of the Gypsy and Travellers DPD for consultation, which will also be appraised with findings set out in an SA Report.

¹ Available at: http://www.scambs.gov.uk/documents/retrieve.htm?pk_document=3616 (Accessed 09/08)

The South Cambridgeshire Gypsies and Travellers DPD

The Gypsy and Traveller Development Plan Document (DPD) will identify the allocations in order to deliver Gypsy and Traveller pitches in the District required by the East of England Plan. It will also set out planning policies that will become part of the Council's Local Development Framework.

The East of England Plan single issue review will establish pitch requirements for all local authorities in the region.² The emerging East of England Plan requires at least 69 new permanent pitches to be provided in South Cambridgeshire between 2006 and 2011, and an allowance for future household growth beyond 2011, adding up to a total of minimum requirement of 127 pitches between 2006 and 2021. Taking account of completed sites since 2006 and outstanding permissions at 2009, the residual minimum requirement to be found through new permanent sites is 88 pitches.

The council's Local Development Framework must include land allocations to demonstrate how these pitches will be delivered. A range of site options have been tested, using criteria that were consulted on in 2006. A total of 42 sites were tested. Many of those were rejected at the initial stage of the site assessment process because they failed fundamental planning considerations, such as access problems or flood plain. The shortlist has now been reduced to 20 site options and it is these that are set out in the Council's 'Issues and Options 2' document for consultation, and are the focus of the SA. The site options are set out in the Table below.

Gypsy and Traveller site options

Site Number	Location	Address	Number of Pitches
1	Edge of Cambridge	Sandy Park, Chesterton Fen	28
2	Edge of Cambridge	Plots 1, 3 & 5 Sandy Park, Chesterton Fen Road	17
3	Edge of Cambridge	Cambridge East	20
4	Edge of Cambridge	North West Cambridge – Land between Huntingdon Road and Histon Road	10
5	Edge of Cambridge	North West Cambridge – Land between Madingley Road and Huntingdon Road (University Site)	10
6	Northstowe	Northstowe	20
7	Cambourne	Cambourne	10
8	Fulbourn	Ida Darwin Hospital	5
9	Willingham	Grange Park, Foxes Meadow, Iram Drove (off Priest Lane)	1
10	Willingham	Plots 1 & 2 Cadwin Lane, Schole Road	2
11	Willingham	Plots 3 & 4 Cadwin Lane, Schole Road	2
12	Willingham	Plots 5 & 6 Cadwin Lane, Schole Road	2

² A pitch is the space required to accommodate one household and will vary according to the size of the household in a similar way to housing for the settled community. The number of caravans can be considered comparable to the number of bedrooms in a house.

Site Number	Location	Address	Number of Pitches
13	Willingham	Land to rear of Long Acre and Green Acres, Meadow Road	3
14	Willingham	Land to rear of Longarce, Meadow Road (1)	1
15	Willingham	Land to rear of Longarce, Meadow Road (2)	1
16	Willingham	Workshop Adjacent To Longacre, Meadow Road	1
17	Willingham	The Oaks, Meadow Road	1
18	Bassingbourn	Land at Spring Lane	5
19	Swavesey	Rose & Crown Road	8
20	Whaddon	New Farm, Old North Road	2
TOTAL			149

Transit sites are temporary stop-offs used by Gypsies and Travellers who are simply passing through an area for a specific period of time. There is currently no Transit provision in Cambridgeshire and views are sought on whether the following site should become a Transit site:

Transit site option

Site Number	Location	Address	Number of Transit Pitches
21	Milton (edge of Cambridge)	Blackwell Traveller site, Milton - Transit Site option	10

The Gypsy and Traveller DPD must also address the needs of Travelling Showpeople. The emerging East of England Plan requires at least 30 plots to be delivered in Cambridgeshire & Peterborough between 2006 and 2021. There are two existing sites in South Cambridgeshire, both at Meldreth. There is potential capacity within one of these sites to accommodate additional plots – see Table below.

Travelling Showpeople site option

Site Number	Location	Address	Number of Plots
22	Meldreth	Bidalls Boulevard, Kneesworth Road, Meldreth Travelling Showpeople Site option	6

The Issues and Options 2 consultation document also sets out some proposed development control policies that should be judge planning applications (including planning applications that will continue to come forward for land that is not allocated). All of the draft policies represent the Council's preferred options at this time. They are not yet finalised and the Council are seeking views on all options. For some of the preferred options the Council have also provided other options, which they consider suitable to reject. The list of options is set out below.

Policy options

Option	Location
OPTION OPT1	If sites are allocated in the Green Belt under exceptional circumstances, they should remain in the Green Belt.
REJECTED OPTION OPT2	If sites are allocated in the Green Belt under exceptional circumstances they should be removed from the Green Belt.
OPTION OPT3:	If additional sites are allocated at Chesterton Fen Road, the area west of Chesterton Fen Road should remain in the Green Belt.
REJECTED OPTION OPT4:	If additional sites are allocated at Chesterton Fen Road, the area west of Chesterton Fen Road should be removed from the Green Belt.
OPTION OPT5:	Sites delivered through major developments should be within but on the edge of a development, or outside but in close proximity except in the Green Belt.
OPTION OPT6:	The GTDPD should include a policy covering specific issues relating to the design and location of Gypsy and Traveller sites within or close to major developments (detail of the draft policy is set out in the Issues and Options 2 document)
OPTION OPT7:	Major developments should be required to provide a specific number of pitches through the GTDPD, and how that number is split into individual sites should be left to masterplanning of the development.
OPTION OPT8:	Delivery of sites should be phased so that key services and facilities are available in a new development before Gypsy and Traveller pitches are completed.
OPTION OPT9:	Gypsy and Traveller pitches should be delivered early in a development, so that sites are established before most of the development takes place but before key services and facilities are available.
OPTION OPT10:	Policy CNF6 from the Local Plan 2004 should not be included within the Gypsy and Traveller Development Plan Document.
REJECTED OPTION OPT11:	Policy CNF6 from the Local Plan 2004 should be included within the Gypsy and Traveller Development Plan Document and continue to apply.
OPTION OPT12:	The GTDPD should include a policy regarding sites for gypsies, travellers and travelling showpeople on unallocated land outside development frameworks.

Option	Location
	(detail of the draft policy is set out in the Issues and Options 2 document)
OPTION OPT13:	The GTDPD should include a policy regarding design of Gypsies, Travellers and Travelling Showpeople sites. (detail of the draft policy is set out in the Issues and Options 2 document)
OPTION OPT14:	The monitoring indicators currently included in the Annual Monitoring Report are sufficient to monitor the performance of the Gypsy and Traveller DPD.

The SA Objectives

This SA essentially sets out to test the options and preferred options against a list of aspirational sustainability objectives. These objectives were developed at the scoping stage of the SA, and set out in the SA Scoping Report (2006). These objectives are collectively known as the SA framework. The framework sets the boundaries and scope of the assessment and the objectives provide the yardstick against which the likely significant effects of the plan have been predicted and evaluated. The prediction and evaluation of effects in terms of the objectives is also informed by other evidence gathered at the scoping stage (including through the two Gypsy and Traveller Scoping Report Addendums). The full list of sustainability objectives is set out below.

Sustainability appraisal objectives	
1.1	Minimise the irreversible loss of undeveloped land and productive agricultural holdings
1.2	Reduce the use of non-renewable resources, including energy sources
1.3	Limit water consumption to levels supportable by natural processes and storage systems
2.1	Avoid damage to designated sites and protected species
2.2	Maintain and enhance the range and viability of characteristic habitats and species
2.3	Improve opportunities for people to access and appreciate wildlife and wild places
3.1	Avoid damage to areas and sites designated for their historic interest, and protect their settings.
3.2	Maintain and enhance the diversity and distinctiveness of landscape and townscape character
3.3	Create places, spaces and buildings that work well, wear well and look good
4.1	Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)
4.2	Minimise waste production and support the recycling of waste products
4.3	Limit or reduce vulnerability to the effects of climate change (including flooding)
5.1	Maintain and enhance human health
5.2	Reduce and prevent crime, and reduce the fear of crime
5.3	Improve the quantity and quality of publicly accessible open space
6.1	Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)
6.2	Redress inequalities related to age, gender, disability, race, faith, location and income
6.3	Ensure all groups have access to decent, appropriate and affordable housing
6.4	Encourage and enable the active involvement of local people in community activities
7.1	Help people gain access to satisfying work appropriate to their skills, potential and place of

Sustainability appraisal objectives	
	residence
7.2	Support appropriate investment in people, places, communications and other infrastructure
7.3	Improve the efficiency, competitiveness, vitality and adaptability of the local economy

The findings of the Sustainability Appraisal

Each of the site options and policy options was assessed against each of the SA objectives, with the aim of highlighting the sustainability strengths and weaknesses of each. In terms of the site options, the aim was to allow a more informed comparative assessment of the relative merits of each site, thus aiding the process of deciding upon which should be selected as a ‘preferred option’. In terms of the policy options, the aim was to highlight the absolute strengths and weaknesses of each and suggest ways in which each might be improved.

The options appraisal was a qualitative exercise based on professional judgement on the part of Scott Wilson taking into account the information gathered in the Scoping Report as well as information gathered by the Council as part of their criteria based to generating the shortlist of site options. For each option, the significance of effects in terms of each SA objective was evaluated by means of a commentary and also given a broad categorisation using the scoring system as shown below.

Assessment scoring definitions³

++	Option will result in a positive impact on the SA Objective
+	The impact on the SA Objective is dependant on implementation, but if there were to be an impact it would most likely be positive. (Note that a ? symbol may be added to highlight a degree of uncertainty)
0	Neutral or negligible effect (Note that a ? symbol may be added to highlight a degree of uncertainty; or a + or – symbol to indicate the likely direction of any minor effects)
-	The impact on the SA Objective is dependant on implementation, but if there were to be an impact it would most likely be negative. (Note that a ? symbol may be added to highlight a degree of uncertainty)
--	Option will result in a negative impact on the SA Objective
?	The relationship between the Option and the SA Objective is unknown, or there is not enough information to make an assessment. (Note that a + or – symbol may be added to indicate the likely direction of any uncertain effects)

Set out below is the options appraisal summary table.

³ N.B. In some cases, differing symbols have been used to score the appraisal. Where this occurs the **first** symbol takes priority. For example an -? score will technically be a negative score, with some uncertainty, a ?- score will technically be a uncertain score but with the potential to be negative.

South Cambridgeshire District Council
Sustainability Appraisal of the South Cambridgeshire Gypsy and Traveller DPD Issues and Options 2



Objective	Sub-objective	Sandy Park, Chesterton Fen	Plots 1, 3 & 5 Sandy Park, Chesterton Fen Road	Cambridge East	North West Cambridge – Land between Huntingdon Road and Histon Road	North West Cambridge – Land between Maddingly Road and Huntingdon Road (University Site)	Northstowe	Cambourne	Ida Darwin Hospital	Grange Park, Foxes Meadow, Iram Drive (off Priest Lane)	Plots 1 & 2 Cadwin Lane, Schole Road	Plots 3 & 4 Cadwin Lane, Schole Road	Plots 5 & 6 Cadwin Lane, Scholes Road	Land to rear of Long Acre and Green Acres, Meadow Road	Land to rear of Long Acre, Meadow Road (1)	Land to rear of Long Acre Meadow Road (2)	Site of storage/agricultural buildings east of Long Acre, Meadow Road Willingham	The Oaks, Meadow Road	Land at Spring Lane	Rose & Crown Road	New Farm, Old North Road	Blackwell Caravan Site, Mere Way, Milton	Bidalls Boulevard, Kneesworth Road	
Landscape, townscape and archaeology	Historic interest	0	0	?	-?	?	?	0	?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Landscape and townscape	+	+	?	?	?	?	0?	?	-	0	0	0	0	0	0	0	-?	0	0	-?	0	0	0
	Places, spaces and buildings	?	?	?	?	?	?	?	?	0	0	0	0	0	0	0	0	0	0	0	0	0	?	0
Climate change and pollution	Greenhouse gasses and other pollutants	?	?	+	+	?	?	?	?	-?	?	-?	-?	-?	-?	-?	-?	-?	-?	?	-?	-?	+	-?
	Waste	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Vulnerability to climate change	-?	-?	+	+	?	?	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Healthy communities	Health	-?	?	?	-?	?	?	?	+	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
	Crime, and fear of crime	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	?	0

Summary of the effects of the plan

The SA has highlighted that perhaps the greatest factor that distinguishes between the sustainability of the site options is their location in relation to a range of services and facilities. A number of the site options are located within major development sites. Such locations are likely to have good access to local services and facilities. It is also the case that most of the major development sites are likely to have good access to Cambridge, where it will be possible to access a greater range of services and facilities. The proposed sites in the Chesterton Fen area also benefit from being in relatively close proximity to Cambridge (although local services and facilities are more limited). Other sites will have access to more basic services and facilities in small villages such as Bassingbourn and Swavesey, or larger villages such as Willingham, but are more isolated from Cambridge. The assessment has recognised that it can not be taken for granted that Gypsies and Travellers will make full use of public transport and so become less dependent on the car. Rather, minimising the *distance* that must be travelled in order to reach services and facilities has been given considerable weight as a sustainability benefit.

There are likely to be other benefits to locating sites within major development sites. In particular, it is thought that this is likely to lead to the best chance of the sites 'integrating well' and a good relationship being established between Gypsies and Travellers and the settled community. It is thought that policy option OPT5 – which suggests that sites should be on the edge of major developments or outside but in close proximity – should support the successful integration of Gypsy and Traveller sites at major developments. It is also thought that policy option OPT6 – which relates to the design of sites that come forward as part of major developments – should also support successful integration.

Design of Gypsy and Traveller and Travelling Showpeople is an important factor more generally, particularly in terms of the well-being of Gypsy and Travellers and Travelling Showpeople and the satisfaction of the settled community with their local environment. It is thought that policy options OPT12 and OPT13 – both of which relate to design – should both successfully ensure that any potential problems are minimised and opportunities maximised. However, there are some local sustainability issues that cannot adequately be addressed through good design. The assessment has highlighted that some of the locations do have significant constraints that may mean that they might be less suitable than alternative locations. For example, it is noted that some issues exist in relation to visual impact on the landscape/townscape, flood risk and location within areas of existing poor air quality.

To conclude, it is clear that this DPD is not being developed with a 'lowest common denominator' approach to meeting Gypsy and Traveller needs. Rather, it has been identified that there are opportunities within the District to locate Gypsy and Traveller sites where there is the potential for real benefits – in particular through exploring the potential at several major development sites, as well as other options around the district.

Contact Information

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Website: www.scambs.gov.uk

APPENDIX C. GYPSY AND TRAVELLER COMPLETIONS AND COMMITMENTS

Table 4: Completions January 2006 – March 2009

Application Number	Location	Description of Development	Number of Pitches
S/2505/04/F	Schole Road, Willingham	Siting of 2 Gypsy caravans, utility block and mobile chalet / medical unit for disabled person	1
S/1764/06/F	Lomas Farm, Chesterton Fen Road, Milton	Variation of condition 1 of planning permission S/1953/00/F which restricts the number of caravans to 3 to allow an additional 4 caravans (total 7) (retrospective)	4
S/0096/08/F	6 Smiths Path, Cottenham	Retention of mobile home	1
S/1621/08/F	Clopton Lodge, The Cinques, Gamlingay	Retain two caravans and two additional mobile homes for family use only	1
S/1895/07/F	Moor Drove, Cottenham Road, Histon	Retention of Gypsy caravan site for 6 families with 12 caravans including hard standings and access improvements	6
TOTAL			13

Table 5: Commitments at March 2009

Application Number	Location	Description of Development	Number of Pitches
S/1653/07/F	Southgate Farm, Chesterton Fen Road, Milton	Use of land as 24 mobile home pitches and 2 chalets for Gypsies	26
TOTAL			26

APPENDIX D. LOCATIONS OF EXISTING AUTHORISED SITES AND SITE OPTIONS FOR CONSULTATION

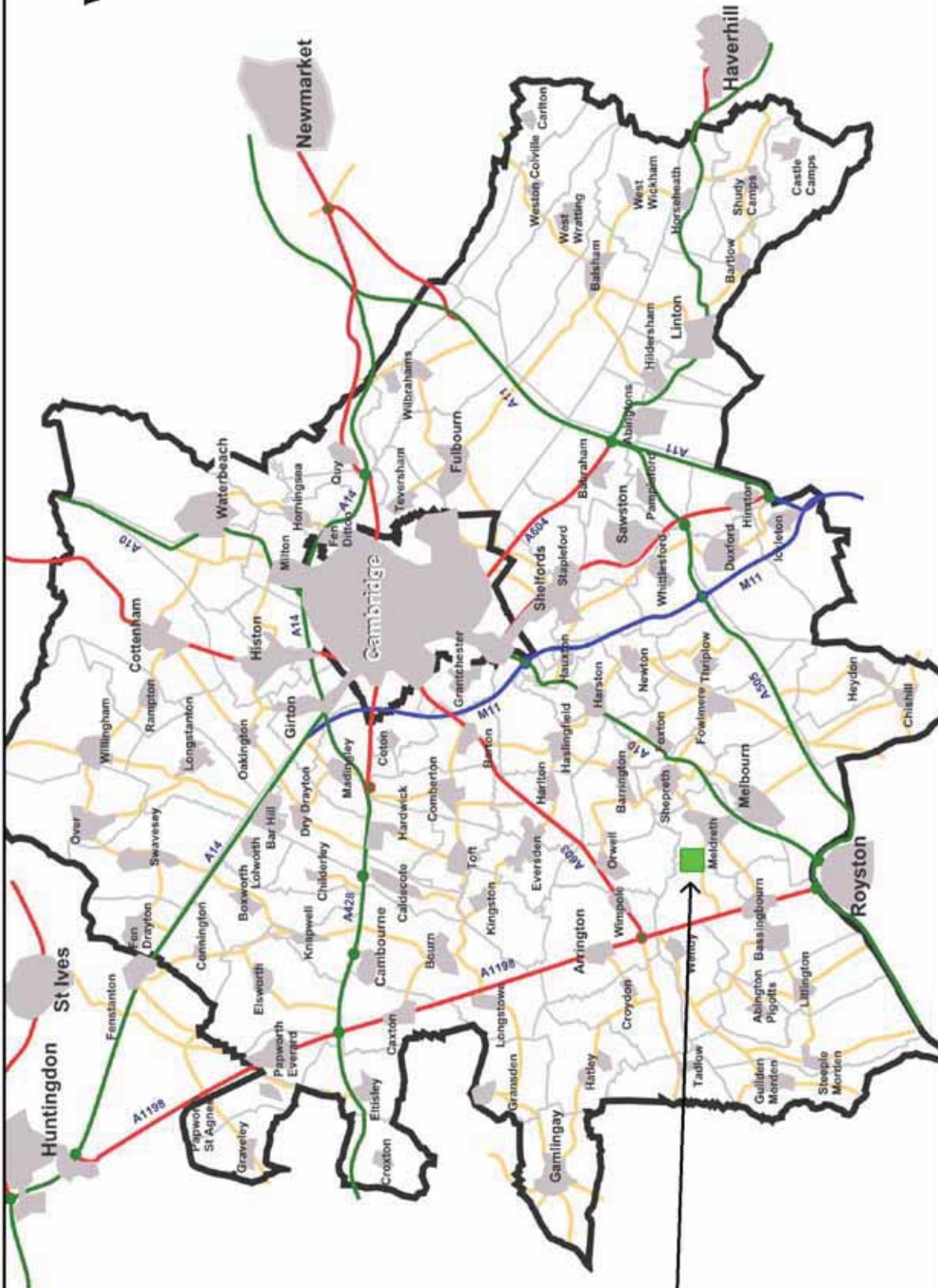
INDEX OF MAPS

Map No.	Map Title
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- | | |
|---|---|
| 2 | Existing Authorised Gypsy and Traveller Pitches |
| 3 | Existing Authorised Travelling Showpeople Plots |
| 4 | Gypsy & Traveller Site Options for Consultation |
| 5 | Travelling Showpeople Site Options for Consultation |
| 6 | Existing Authorised Gypsy and Traveller Pitches and
Travelling Showpeople Plots and Site Options for
Consultation |



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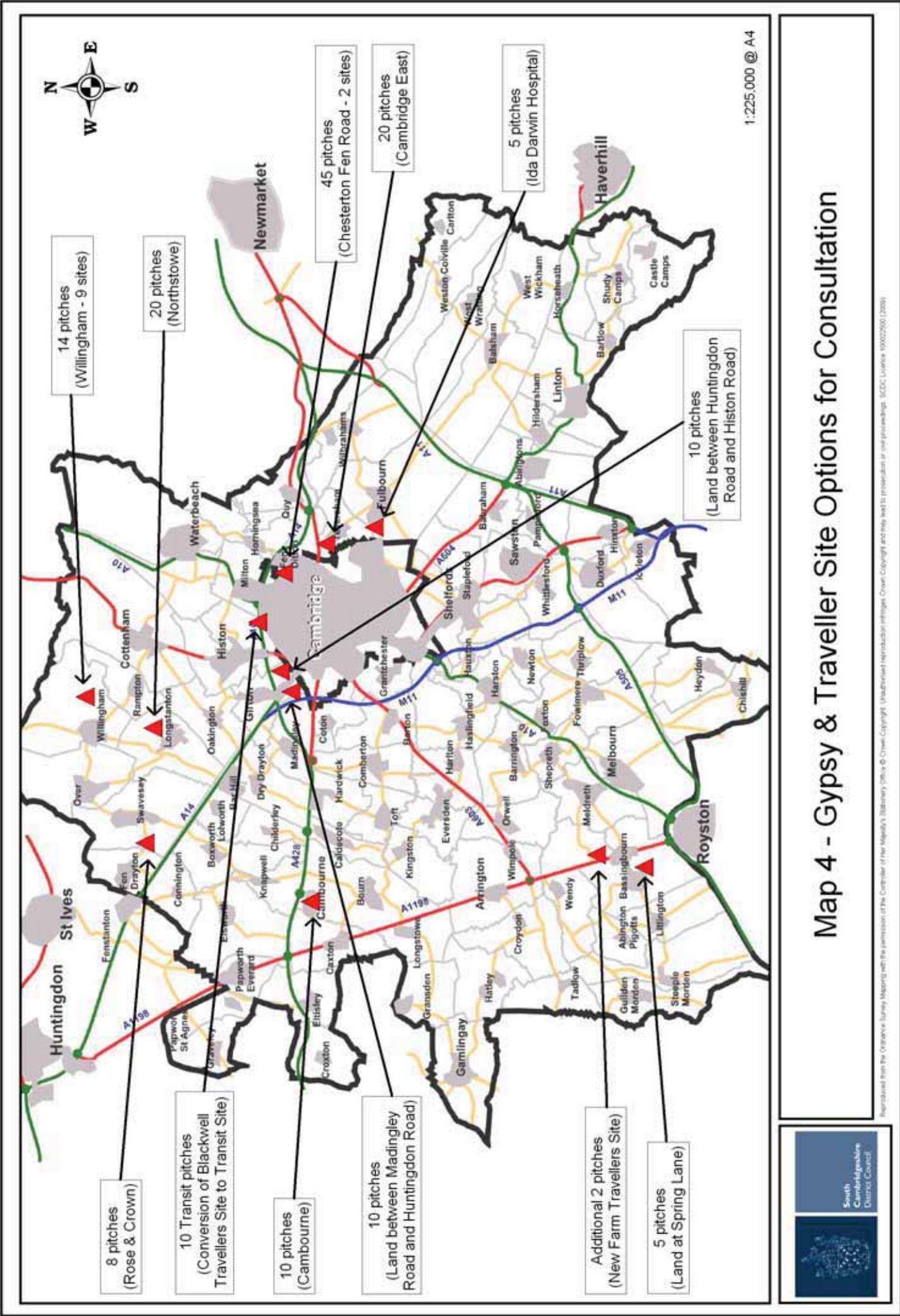


21 plots

Map 3 - Existing Authorised Travelling Showpeople Plots



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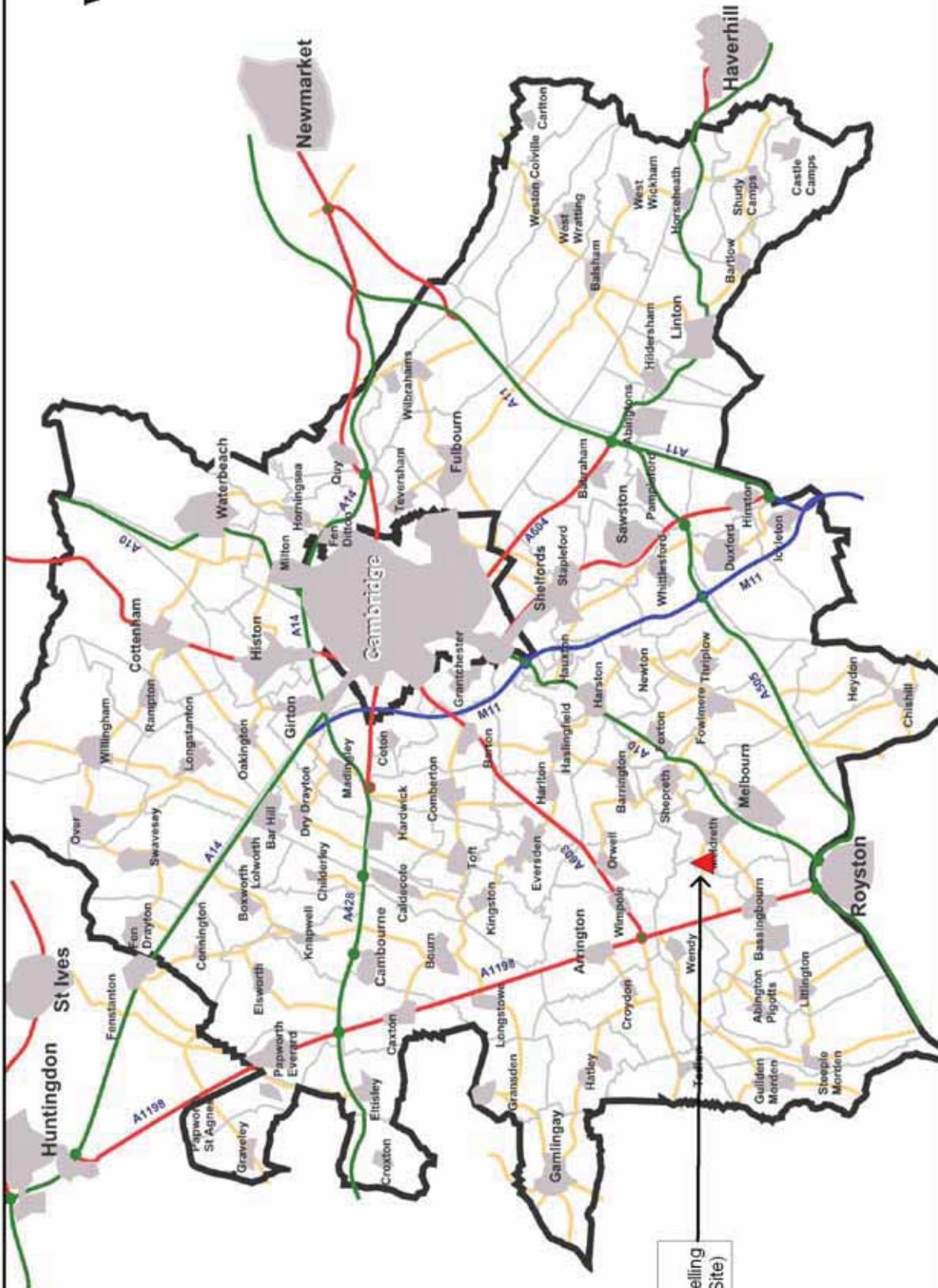
Map 4 - Gypsy & Traveller Site Options for Consultation



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1:225,000 @ A4



6 plots
(Meldreth Travelling
Showpeople Site)

Map 5 - Travelling Showpeople Site Options for Consultation



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GLOSSARY

Amenity Building

A building provided on a site that provides support services. At present, there is no single definition of an amenity building. Government guidance states that as a minimum, amenity buildings should include: hot and cold water; electricity supply; separate toilet; a bath / shower room and a kitchen and dining area.

Cambridge Sub-Region Traveller Needs Assessment

Carried out in 2006 to assess needs in the area. Area covered by the survey included: Cambridge City, East Cambridgeshire, Fenland, Forest Heath (Suffolk), Huntingdonshire, St. Edmundsbury (Suffolk) and South Cambridgeshire, with the addition of Peterborough (unitary district) and King's Lynn & West Norfolk (Norfolk). Used as evidence in preparation of the East of England Plan single-issue review.

Caravan

A caravan is any structure designed or adapted for human habitation that is capable of being moved from one place to another. Twin unit caravans are included in the definition although they cannot be moved when assembled. Maximum dimensions are 20m x 6.8m x 3.05m.

East of England Plan or Regional Spatial Strategy (RSS)

Sets out the long term strategic planning strategy for how a region should be developed. In the case of South Cambridgeshire, the relevant document is the East of England Plan.

Equality Impact Assessment

The council is required to undertake Equality Impact Assessments (EqIAs) to promote equality in policy making, service delivery, regulation, enforcement and employment to meet the legal obligations. All public authorities must impact assess new policies as they are developed to ensure equality in policy making.

Gypsy and Traveller

In this document, the term is used to include all ethnic Gypsies and Irish Travellers, plus other Travellers who adopt a nomadic way of life. It does not include Travelling Showpeople.

Gypsy and Traveller Site

A site is an area of land laid out and used for Gypsy and Traveller caravans. Sites are made up of pitches. Sites vary in type and size and can range from one-caravan private family sites to large sites accommodating a number of families. Government guidance does not set a national maximum size for a site, but would suggest that cases should be considered in context, and in relation to the local infrastructure and population size and density. Consultation on this DPD has revealed a preference for smaller sites, and the councils preferred approach is that sites should generally allow for no more than 15 pitches. However, account will be taken of the settlement hierarchy, and specific site circumstances.

Permanent / Residential Site (Authorised Sites)

A site / pitch intended for long-stay use by residents. No maximum length of stay is set unless the planning permission is temporary.

Pitch

A pitch is the space required to accommodate one household. The number of caravans on a family pitch may vary, but the average in Cambridgeshire is 1.7 caravans per household. There is no one-size-fits-all measurement of a pitch as, in the case of the settled community, this depends on the size of individual families and their particular needs. Guidance from the Department of Communities and Local Government in Designing Gypsy and Traveller Sites – Good Practice Guide, states that as a general guide, it is possible to specify that an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan (or two trailers), drying space for clothes / a small garden area, a lockable shed (for bicycles, wheelchair storage etc) and parking space for two vehicles.

Planning Policy Guidance (PPG) and Planning Policy Statements (PPS)

National planning policies are set out in Planning Policy Statements (PPS), which are gradually replacing Planning Policy Guidance Notes (PPG).

Plot

Term used with reference to Travelling Showpeople sites. A piece of ground large enough to accommodate a single accommodation unit, and may include space for the storage and maintenance of equipment. A group of plots may be referred to as a yard.

Private and Public Sites

Just as in the settled community, it is acknowledge that Travellers require a range of tenures. Evidence suggests many Gypsies and Travellers would prefer to purchase and manage sites themselves, and maintain them in private ownership. However, some public provision is also required for those who need it.

Registered Social Landlords (RSL)

Not-for-profit organisations that can bid for regional funding to establish and run Gypsy and Traveller sites.

Sustainability Appraisal (SA) and Sustainability Objectives

A formal assessment of a local development document during their preparation which assesses the extent to which they encompass the aim of working towards sustainable development and the sustainability objectives created to test the Council's Local Development Framework (LDF).

Transit site

A transit site is an authorised Gypsy and Traveller site intended for short-term use by those in transit to other areas. The site is permanent, but people who stay on it may only do so for a temporary period. Emergency stopping places are a particular type of transit site, suitable for overnight or short stay. These sites tend to have fewer facilities than permanent residential sites.

Travelling Showpeople

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently.

Unauthorised Sites

A site established where the occupier owns the land, but does not have appropriate planning permission or a site licence.

Unauthorised / Illegal Encampments

A piece of land occupied without planning permission. The land is not owned by those involved in the encampment and is often located on the edge of roads / car parks or in other unsafe or unsuitable environments.



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