



South
Cambridgeshire
District Council

South Cambridgeshire Local Development Framework

Gypsy and Traveller

Development Plan Document

Issues and Options 2

Site Options and Policies

TECHNICAL ANNEX

July 2009



Local Development Framework
Gypsy and Traveller
Development Plan Document

Issues and Options Report 2:
Site Options and Policies

Technical Annex

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Gareth Jones, BSc. (Hons), MRTPI – Corporate Manager
(Planning and Sustainable Communities)

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This Document provides technical background information to support the Gypsy and Traveller Development Plan Document Issues and Options 2 Site Options and Policies consultation.

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A. THE SITE ASSESSMENT CRITERIA

- A.1 The council has prepared a robust process for the assessment of site options for potential allocation of sites in the Gypsy and Traveller DPD. An important step in this process is the formation of a list of assessment criteria that can be used to compare the relative merits of potential sites, and that can also be used to provide information to assist the sustainability appraisal process. The site assessment criteria provide a level of detail that will enable the council to make informed decisions on the most appropriate sites to be allocated in the DPD.
- A.2 A detailed methodology involving a three-tier site selection process has been devised and is detailed in this section of the report. A site must pass assessment at each tier to move on to the next. The criteria take account of the environmental, economic and social issues identified in the Issues and Options Report 1: General Approach, and the responses received to the consultation. That earlier consultation document proposed a three-tier assessment to be used to select sites. This approach has been used, although the individual criteria have evolved to reflect:
- (a) Responses and the preferred approaches following the Issues and Options 1 consultation.
 - (b) A review of site assessment criteria used in emerging and adopted Development Plan Documents, including the Site Specific Policies DPD.
 - (c) Consideration of the sustainability objectives utilised in the Sustainability Appraisal.
- A.3 The option from the Issues and Options 1 report that each individual criteria evolved from is detailed in the site search matrix example below.
- A.4 The key criteria closely relate to those identified in the government's Circular 01/2006 – Planning for Gypsy and Traveller Caravan Sites as being important when identifying new sites. The following areas have been addressed in the methodology:
- Site suitability
 - Sustainability of the location
 - Impact on valued areas
 - Impact on nearest settlement (including character and appearance of the locality, local amenity, and social and physical infrastructure)
 - Meeting the needs of Gypsies and Travellers
 - Site availability
- A.5 A separate Sustainability Appraisal (SA), incorporating a Strategic Environmental Assessment (SEA), has been carried out on this second Issues and Options report. This is to ensure that the options can be

compared in the light of a review of their social, environmental and economic impact. To assist this process, the links between the search criteria and the Sustainability Objectives utilised in the Sustainability Appraisal have been examined and detailed in Appendix 1.

THE THREE-TIER SITE ASSESSMENT

- A.6 A three-tier assessment methodology has been employed. The purpose of this approach is to filter out poorly performing sites through a series of tests that move from fundamental constraints at Tier 1 to more detailed criteria at Tier 3. Sites must pass the tests at each tier to move on to assessment at the next level, rather than subject all sites to an unnecessary full detailed assessment. The purpose of the site assessment process is to identify sites that provide reasonable options for development for the purposes of public consultation. As the requirement of government guidance PPS12: Local Spatial Planning and the Strategic Environmental Assessment (SEA) Directive is specifically to appraise reasonable alternatives, only sites that have been passed the three tier assessment and been identified as reasonable options have been subject to Sustainability Appraisal.

SITE APPRAISAL FORM

- A.7 Each site has been appraised using a standard pro-forma. The first section of the pro-forma provides details of the site being appraised.

Site Number	<i>Each site has been provided with a unique number for the purposes of public consultation.</i>
Location	<i>Gives the nearest settlement to the site.</i>
Site Name / Address	
Site Size	<i>The area of the site in hectares.</i>
Current land use	
Number of Pitches	<i>The number of pitches that are proposed in the site option (where there is currently Gypsy and Traveller use on a site the number of current pitches is also given).</i>
Site Description & Context	<i>A description of the character and appearance of the site and the surrounding area.</i>

TIER 1: LOCATION & KEY CONSTRAINTS

- A.8 The first tier of the site selection process identifies key aspects of a site's location, its relationship with the nearest settlement and access to key social infrastructure, along with any potential site constraints that might exist.

- A.9 Tier 1 is intended to act as a high level sieving process, where only sites that meet a fundamental set of planning criteria should be subject to more detailed assessment. The allocation of sites should be based on the principles of sustainable development, and the criteria help identify the most sustainable locations for development. This tier also enabled the creation of search areas in the district to aid the identification of any new sites.

Stage 1: Relationship to Settlements

- A.10 The approach selected by the council following consultation was that new pitches would ideally be located within 1,000m of a centre in Cambridge or Northstowe or a Rural Centre, a Minor Rural Centre, or a better-served Group Village to provide an acceptable level of access to key services and facilities. These settlement categories are defined in the Core Strategy DPD. Infill villages should be excluded from the site search due to their limited level of services and facilities. The approach has been refined for the site assessment process to apply the distance from the development framework, as defined on the LDF Proposals Map, rather than a specific central point, as that would have been overly restrictive, and would not necessarily accurately reflect accessibility.

Stage 2: Key Social Infrastructure

- A.11 In addition to the broad location in Stage 1, allocations should be located where appropriate access to services and facilities is available. The Issues and Options 1 Report proposed the use of a test from the BRE Ecohomes 2006: the Environmental Rating for Homes scheme, which required a range of facilities to be accessible to a site. However, after testing, it became clear that this required a site to be close to any five of a long list of amenities. This proved to be too general at the high level sieving stage, and did not single out the better-served locations. It also did not give any priority to access to key amenities, particularly related to education and health.
- A.12 A key amenities test was suggested through representations on Issues and Options 1, and had been included in Tier 3. However, through work on the site assessments it is considered that this would provide a much better high level test of the suitability of a location and has effectively been swapped with the BRE amenities test in Tier 1. The key amenities now included in the Tier 1 test are defined as access to a doctors surgery or medical centre, a primary school, and a food shop.
- A.13 The use of the key amenities test for site search purposes is consistent with government guidance. Circular 01/2006 advises that consideration of sustainability should include access to a GP and other health services, and access to education. At paragraph 65 it states 'In deciding where to provide for Gypsy and Traveller sites, local planning authorities should first consider

locations in or near existing settlements with access to local services, e.g. shops, doctors and schools.'

- A.14 An appropriate test for this first stage of assessment is the availability of all three within 2,000m as the crow flies. A maximum distance of 2,000m is considered appropriate, and is supported by PPG13: Transport, which states at paragraph 75 'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.'
- A.15 The application of the two tests from Stages 1 and 2 enables search areas to be mapped. The resulting search areas are within 1,000m of a development framework, where there is access to a primary school, a doctors surgery, and a food shop all within 2,000m. Whilst all Rural Centres and Minor Rural Centres have all of these facilities, a number of Group Villages do not have a doctors surgery, and were therefore excluded from the search areas. A map illustrating the areas of search is included in the Issues and Options Report 2 – Section 6.

Stage 3: Environmental Constraints

Green Belt

- A.16 Circular 01/2006 highlights that there is a general presumption against inappropriate development within Green Belts. New Gypsy and Traveller sites in the Green Belt are normally inappropriate development, as defined in PPG2: Green Belts. Alternatives should be explored before Green Belt locations are considered. However, in exceptional circumstances sites could be identified specifically for use as Gypsy and Traveller sites.
- A.17 Generally, new options in the Green Belt have not been appraised beyond Tier 1, as sufficient alternative options outside the Green Belt have been identified. However, there are a number of existing Gypsy and Traveller sites that benefit from temporary planning permission in the Green Belt. These have been subject to further testing, and the impact on the objectives of the Cambridge Green Belt (as defined by the Core Strategy DPD) have been explored. This in order to identify where any exceptional circumstances exist to warrant their allocation.

Previously Developed Land

- A.18 National planning policy seeks to use previously developed land for development rather than greenfield land where possible and appropriate. Circular 01/2006 highlights the opportunities presented by the use of previously developed land for Traveller sites, to assist in achieving environmental improvement. Following consultation the council's preferred approach is to encourage the use of previously developed land, but only in

sustainable locations. This criterion therefore highlights where land is previously developed, but does not exclude greenfield land.

Relationship to Valued & Hazardous Areas

- A.19 The third stage of Tier 1 also involved identification of valued areas and hazard areas within the district, which would be avoided in the search for new sites unless appropriate mitigation could be provided.

Valued Areas:

- Internationally or nationally recognised designations
 - Special Areas of Conservation (SAC)
 - Special Protection Areas (SPA)
 - Sites of Special Scientific Interest (SSSI)
 - Scheduled Monuments
 - Historic Parks and Gardens

- Locally recognised designations
 - Conservation Areas
 - Listed Buildings (including curtilage or setting of)
 - Tree Preservation Orders
 - Protected Village Amenity Areas
 - Important Countryside Frontages
 - Known Archaeological Sites
 - Protected Mineral Workings
 - Waste Safeguarding Areas
 - County Wildlife Sites
 - Local Nature Reserve
 - Other ecological constraints to development
 - Public footpaths/bridleways
 - Groundwater Source Protection Zone

Hazard Areas:

- Flood Zones 2 and 3
- Poor ground stability
- Poor drainage
- Potentially contaminated land
- Air quality / noise issues
- Hazardous installations
- Poor highway safety
- Dual carriageway, railway line, river

- A.20 At the initial stage of identifying any new sites, sites within hazardous areas were to be avoided in order to avoid the implementation costs associated with site mitigation. However, should sites come forward that perform well

against other suitability and sustainability criteria, potential for mitigation may be considered.

- A.21 The flood plain is a significant constraint in South Cambridgeshire. Flood Zones 2 and 3, which indicate land at risk of flooding, cover around 11% of the district. PPS25: Development and Flood Risk creates a sequential test for new allocations. The overall aim is to steer new development to Flood Zone 1 (less than 1 in 1,000 annual probability of flooding). Where there are no reasonably available sites in Flood Zone 1, decision-makers should take into account the flood risk vulnerability of land uses and consider reasonably available sites in Flood Zone 2 (between 1 in 100 and 1 in 1,000 annual probability of flooding), applying the exception test if required. Only where there are no reasonably available sites in Flood Zones 1 or 2 should decision-makers consider the suitability of sites in Flood Zone 3 (greater than 1 in 100 annual probability of flooding). However, caravans and mobile homes for permanent residential use are classified as highly vulnerable, not appropriate for land in Flood Zone 3 and the exception test cannot be applied.
- A.22 The following table illustrates the Tier 1 testing form, and was completed for all sites assessed at Tier 1.

TIER 1 – LOCATION & KEY CONSTRAINTS

1. Relationship to Settlements	Explanation
1a. Nearest settlement	Identifies the nearest settlement.
1b. Stage in development sequence	The South Cambridgeshire Core Strategy DPD creates a development sequence starting with the edge of Cambridge, Northstowe, and then other villages. Rural Centres are the most sustainable of the villages, followed by Minor Rural Centres and Group Villages.
1c. Distance to edge of nearest settlement	Measures the distance to the edge of the development framework of the settlement identified above (ideally within 1,000m).
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Measures the distance as the crow flies.
2b. Is the site within 2,000 metres of a doctors surgery?	Measures the distance as the crow flies.
2c. Is the site within 2,000 metres of a food shop?	Measures the distance as the crow flies.
3. Environmental Constraints	
3a. Is the site within the Green Belt?	See above.
3b. Does the site comprise previously developed land?	See above.

3c. Is the site within or in close proximity to any valued area?	See above.
3d. Is the site within or in close proximity to a hazardous area?	See above.
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	See above.
Tier 1 Conclusion	
Does the site warrant further assessment?	Yes / No

TIER 2: INFRASTRUCTURE

- A.23 Following completion of the Tier 1, sites that warrant further assessment were subject to Tier 2, which examines transport infrastructure, site infrastructure and local area infrastructure.

Stage 1: Transport Infrastructure

- A.24 The council determined that preference should be given to sites located on or near distributor roads, avoiding more local roads within industrial areas, recognised commercial areas or housing estates. This is to minimise any impact on local amenity resulting from vehicle traffic. An independent vehicular access point conforming to local highway authority guidance and standards must be provided, or be capable of being provided. The views of the local highway authority (Cambridgeshire County Council) were sought regarding the site options.
- A.25 With regard to access for emergency services, the preference for sites near to larger settlements means site options will be located in areas with the best coverage. Emergency vehicles (such as fire engines) require sufficient road widths in order to reach sites, which is a particular concern if a site or pitch is located away from the main highway. This is addressed by government guidance on Designing Gypsy and Traveller sites – Good Practice Guidance and Model Standards 2008 for Caravan Sites in England. For new site options it would be possible to design sites to meet these standards as long as they have appropriate highway access.
- A.26 Safe pedestrian or cycle access/routes should be provided to the nearest local centre, or where one does not exist it should be feasible to provide such a link. If the site is located on a lightly trafficked road where vehicles and pedestrians can safely make use of the same roadway, this may be sufficient. However, if no footpath or segregated cycle way is available and the route is not lightly trafficked, a site would fail the criteria.

- A.27 The nearest pedestrian route from the site to a public transport node (e.g. a bus stop) was calculated. It was determined that sites should ideally be within 400m of a transport node via safe walking / cycle route, but a site within 1,000m would be acceptable. The transport node should provide at least an hourly public transport service.

Stage 2: Site Infrastructure

- A.28 Basic infrastructure (water, electricity) must be provided on site or be within a reasonable distance of the site if a practical connection is possible. This infrastructure must have the capacity to serve the maximum site capacity. An assumption is made that if a potential site / area is located within 500m of a settlement boundary or existing development, then a connection point to water / electricity should be feasible. This is a similar approach when considering conventional housing in areas where no connection to water / electricity is present.
- A.29 Foul drainage is also an important consideration, and an appropriate solution would be required as part of any planning application. Ideally sites would be linked to mains drainage. Alternative facilities may be acceptable if they would not pose an unacceptable risk of pollution, such as on site solutions.

Stage 3: Local Area Infrastructure

- A.30 The council's preferred option following the Issues and Options 1 consultation is that generally site options would be for no more than 15 pitches. In addition, it was determined that a hierarchy of scheme sizes should be linked to the settlement hierarchy, in a similar manner to bricks and mortar housing. The maximum capacity of each new site should reflect the settlement hierarchy, outlined below:
- **Cambridge:** Residential development and redevelopment without limit. Proposed Gypsy / Traveller accommodation limited to *30 pitches per scheme*.
 - **Northstowe & Major Development Sites:** Proposed Gypsy / Traveller accommodation limited to *30 pitches per scheme*.
 - **Rural Centres:** Residential development and redevelopment without limit. Proposed Gypsy / Traveller accommodation limited to *30 pitches per scheme*.
 - **Minor Rural Centres:** Residential development and redevelopment up to an indicative maximum scheme size of 30 dwellings. Proposed Gypsy / Traveller accommodation limited to *15 pitches per scheme*.

- **Group Villages:** Residential development and redevelopment up to an indicative maximum scheme size of 8 dwellings. Proposed Gypsy / Traveller accommodation limited to 8 pitches per scheme

- A.31 In order to assist the assessment of whether local infrastructure is sufficient to support additional pitches it is necessary to understand the existing number of pitches in the area – not only authorised sites, but also unauthorised sites. The number of pitches within 1,000m of each site option has been identified, and as well as their status.
- A.32 All sites were assessed to consider any potential impacts on local physical and social infrastructure, whether sufficient capacity existed or could be made available. Particular focus was given to medical and education facilities. The views of the local education authority (Cambridgeshire County Council) and the Cambridgeshire Primary Care Trust were sought on whether site options could be accommodated within existing infrastructure, or whether improvements would be required.
- A.33 The following table illustrates the Tier 2 testing form, and was completed for all sites assessed at Tier 2.

TIER 2 INFRASTRUCTURE

1. Transport Infrastructure	Explanation
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Based on consultation with the local highways authority.
1c. Does the site have a safe pedestrian or cycle access / route to the nearest local area centre (or could one be provided)?	Access to a segregated footway or cycleway, or a lightly trafficked road. If a safe pedestrian route were not available, a site would fail the test.
1d. Distance to a public transport node available via a safe walking or cycle route:	Measures actual walking distance to the public transport node. Sites will ideally be within 400m, and if not, within 1,000m.

1e. The nearest public transport node provides what quality?	Details the general frequency of the public transport service. Ideally sites will have access to at least an hourly public transport service.
2. Site Infrastructure	
2a. Are utilities (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	If there any known issues which could impact on infrastructure provision.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy / Traveller pitches / sites?	Yes / No
3b. If Yes, what is the total number of pitches?	
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Based on the capacity hierarchy detailed above.
3d. Would there be any harmful impact to local physical / social infrastructure should additional pitches be permitted? Could these impacts be overcome?	
Tier 2 Conclusion	
Does the site warrant further assessment?	Yes / No

TIER 3: IMPACT, ACCESS, AND DELIVERABILITY

A.34 Tier 3 includes a detailed site appraisal of each potential option. Having met the minimum requirements of Tiers 1 and 2, sites were assessed in terms of impact on local character and appearance, impact on and from surrounding land uses, impact on local/national designations, access to local amenities, phasing of delivery, ease of acquisition and indicative cost of implementing the site.

Stage 1: Impact

A.35 At this stage the potential impact of development of the site options on the character and appearance of the surrounding area was assessed. It was also considered whether measures could be used to mitigate these impacts. In particular whether landscaping, such as planting additional vegetation could be used to reduce wider landscape impacts. For example, it could be

assessed that a site could have a high impact in its current form, but with mitigation measures this could be managed to become a low impact.

- A.36 A site option could have an impact on the amenity of surrounding existing land uses, but also the surrounding land uses could have an impact on the amenity of a potential Gypsy and Traveller site. Both impacts have therefore been assessed. Potential mitigation measures have also been considered. In many cases impacts could be addressed by good site design and implementation.
- A.37 For consistency, the following terminology was applied when assessing sites in terms of its potential impact on designations, amenity and local character / appearance:
- *None* – where no impact can be identified resulting from allocation of Gypsy / Traveller pitches.
 - *Low Impact* – where some impact may result, but will not have a significant level of impact on amenity / character / appearance.
 - *High Impact* – where allocation of the site will likely result in a significant impact on amenity / character / appearance.
- A.38 Where the impact of a development would have a high impact that could not be satisfactorily mitigated, the potential site option would be considered to have failed this assessment, and be classified as rejected.

Stage 2: Access to Other Facilities

- A.39 Access to services and facilities is assessed at this stage measuring actual walking or driving routes from the site options. The BRE Ecohomes 2006: the Environmental Rating for Homes scheme test of access to five local amenities referred to initially at Tier 1 is included at this stage. Whilst it is not sufficiently focused to provide an appropriate strategic level of test, it is helpful in providing additional local site accessibility information.
- A.40 The search areas established in Tier 1 mean that sites will generally be within a reasonable distance of key services and facilities. However, at Tier 3 information is provided on actual walking distances to the key amenities, and range of other local services and amenities, rather than 'as the crow flies'.
- A.41 The BRE Ecohomes 2006: the Environmental Rating of Homes scheme provides guidance on how to judge sustainable residential development. It has subsequently been replaced by the Code for Sustainable Homes for new developments, but the Ecohomes 2006 scheme includes a useful test for assessing accessibility to a range of services and facilities, to reduce the

reliance of residents on private cars. In the Ecohomes 2006 scheme a point is awarded when 80% of a development is within no more than 1,000m of at least 5 of a list of 12 amenities. The guidance requires that distance from the dwellings to the amenity must be measured as an actual walking route.

- A.42 For the purposes of testing sites in this GTDPD, due to the small scale of sites the percentage of the development site is not the key issue. The distance between a single point in the centre of each site and each amenity using roads or rights of way has been measured and it detailed in the site appraisal. In addition, the appraisal indicated whether there are five or more amenities within 1,000m. This information can be used to compare options, and will indicate the options with better access.
- A.43 Gypsy and Traveller sites should have access to children's play facilities the same as any other residential development. In larger sites this should mean that provision is sought on site, particularly where there is no play area within easy walking distance. For smaller developments it may not be practical to provide a formal playspace on site, but pitches could be designed in order to accommodate space for informal play.
- A.44 Information is provided in the matrices on the distance to the nearest formal equipped children's play area. The council's Open Space in New Developments SPD identifies that development should have access to a Local Equipped Area for Play within 450m, and a Neighbourhood Equipped Area for Play within 1,000m. The matrices indicate whether a formal equipped children's play area is beyond 1,000m or within 1,000m, and whether there is scope for provision of playspace on site.

Stage 3: Delivery

- A.45 The first criteria considers the timing of delivery. A site will meet identified need if it can be delivered within the plan period. The site testing therefore identifies which sites could deliver in the period to 2016, and which sites could deliver in the longer term, 2016 to 2021. This information will aid the eventual allocation of sites to enable a phased programme of development that meets immediate needs and longer term growth.
- A.46 Deliverability of sites is a key element of the plan. In order for the plan to be found sound the council will need to demonstrate that there is a reasonable prospect that the site it identifies will be developed during the plan period. Consideration must be given to land ownership, the availability of the site, and potential costs associated with acquisition of the site for Gypsy / Traveller use.
- A.47 A notional cost formula has been developed to provide an indication of deliverability for each site option. This does not entail detailed costing for site development, but does give an indication based on the land ownership

and costs associated with utility connections, road infrastructure and landscaping.

A.48 Each site has been scored as follows:

Cost of Securing Site / Land Value:

1. If land is already in ownership of the Gypsy / Traveller community, the cost of acquiring the site will be **0**.
2. If land is in public ownership, the cost of securing the site will be **1**.
3. If land is in private ownership, the cost of securing the site will be **2**.

Cost of Demolition / Clearing:

1. Where a site is relatively open or could be cleared with limited cost, the cost would be **0**.
2. Where a site would require significant demolition or clearing prior to development, the cost would be **1**.

Cost of Road Layout:

1. Where an existing road layout/infrastructure can be used, the cost would be **0**.
2. Where road layout/infrastructure improvements must be implemented, the cost would be **1**.

Cost of Utility Connection:

1. Where an existing connection exists, the cost would be **0**.
2. Where a connection can be made within 100m of the site, the cost would be **1**.
3. Where a connection is only possible beyond 100m of the site, the cost would be **2**.

Cost of Landscaping:

1. Where there is sufficient landscaping already present for adequate screening, the cost would be **0**.
2. Where additional landscaping must be implemented for adequate screening, the cost would be **1**.

Cost of Mitigation:

1. Where there is no need for mitigation due to land contamination, flooding, poor drainage/ground stability etc the cost would be **0**.
2. Where there is a need for mitigation, the cost would be **1**.

A.49 The scores above provide an indication of the level of difficulty associated with securing the site and the likely costs associated with a particular location.

A.50 The following table illustrates the Tier 3 testing form, and was completed for all sites assessed at Tier 3.

TIER 3 – IMPACT, ACCESS, AND DELIVERABILITY

1. Impact	Explanation
<p>1a. Impact on designations listed section 3 of Tier 1</p>	<p>Any key impacts were identified at Tier 1, however, this tier considers whether there any other impacts, and whether they could be mitigated by site design.</p>
<p>1b. Impact on amenity of surrounding existing uses.</p>	<p><i>None</i> – where no impact can be identified resulting from allocation of Gypsy / Traveller pitches.</p> <p><i>Low</i> – where some impact may result, but will not have a significant level of impact on amenity.</p> <p><i>High</i> – where allocation of the site will likely result in a significant impact on amenity.</p>
<p>1c. Impact on amenity of potential site from surrounding land uses.</p>	<p><i>None</i> – where no impact can be identified to the potential site from surrounding land uses.</p> <p><i>Low</i> – where some impact may result, but will not have a significant level of impact on the potential site from surrounding land uses.</p> <p><i>High</i> – where allocation of the site will likely result in a significant impact on the potential site from surrounding land uses.</p>

<p>1d. Impact on local character / appearance</p>	<p><i>None</i> – where no impact can be identified resulting from allocation of Gypsy / Traveller pitches.</p> <p><i>Low</i> – where some impact may result, but will not have a significant level of impact on character / appearance.</p> <p><i>High</i> – where allocation of the site will likely result in a significant impact on character / appearance.</p>
<p>2. Access to other facilities</p>	
<p>2a. Actual walking distance to local services / amenities</p>	
<p>Key Amenities:</p>	
<p><i>Primary school</i></p>	
<p><i>Food shop</i></p>	
<p><i>Medical centre</i></p>	
<p>Other Amenities:</p>	
<p><i>Children's play area</i></p>	
<p><i>Secondary school</i></p>	
<p><i>Postal facility</i></p>	
<p><i>Bank / cash point</i></p>	<p>A post office providing a cash service would also apply.</p>
<p><i>Pharmacy</i></p>	
<p><i>Leisure / recreation centre</i></p>	<p>Must be open for public use although an entry fee may be charged.</p>
<p><i>Community centre</i></p>	
<p><i>Public house</i></p>	
<p><i>Outdoor open access public area</i></p>	<p>Can be a public park, village green, outdoor sports area or any other type of outdoor amenity area with unrestricted public access.</p>
<p>2b. Is the site within 1,000m of 5 or more of the above local amenities?</p>	
<p>2c. Access to children's playspace or potential for provision on site</p>	
<p>3. Deliverability</p>	
<p>3a. Timing of potential delivery</p>	<p>The timing of delivery, and whether a site could contribute towards the pitches required to be delivered during particular phases of the plan period.</p>
<p>3b. Land Ownership</p>	<p>Land ownership and key issues of delivery.</p>

<p>3c. Notional costings</p>	<p>Cost of securing site / land value: Cost of demolition / clearing: Cost of road layout: Cost of utility connection: Cost of landscaping: Cost of mitigation: Total cost:</p>
<p>Tier 3 Conclusion</p>	

SITE ASSESSMENT

- A.51 Each site appraisal that has passed the full three tier testing and is recognised as a site option is concluded with a site assessment that draws together the key issues regarding its suitability.

APPENDIX 1

- A.52 Table A1 below describes the links between the assessment criteria and the council's preferred approaches following the Issues and Options 1 consultation. It also links the criteria to the Sustainability Appraisal Objectives. In many cases the assessment criteria provide information relevant to the consideration of the impact on a number of the Sustainability Appraisal Objectives.
- A.53 Table A2 below lists all of the Sustainability Appraisal Objectives, and shows which site assessment criteria are relevant to each objective. The comments column indicates why the criteria are relevant to the objective. For some of the Sustainability Appraisal Objectives there are no relevant site assessment criteria. This is often the case where the achievement of an objective will depend on how a site is developed at a detailed level, or where achievement of the objective is not dependent on the specific location.

TABLE A1 - Site Assessment Criteria and links to Issues and Options 1 and Sustainability Appraisal Objectives

ASSESSMENT CRITERIA	ISSUES AND OPTIONS 1 PREFERRED OPTION	COUNCIL'S AGREED APPROACH	RELEVANT SUSTAINABILITY OBJECTIVES
TIER 1			
1. Relationship to Settlements			
1a. Nearest settlement	GT4C		4.1, 7.1
1b. Stage in development sequence			4.1, 7.1
1c. Distance to edge of nearest settlement	GT15C	Sites for Gypsy and Traveller pitches will be located within 1,000m (via a safe walking route) of a centre in Cambridge or Northstowe or a Rural Centre or a Minor Rural Centre or a better-served Group Village as defined in the Core Strategy wherever possible.	4.1, 6.4, 7.1

2. Key Social Infrastructure			
2a. Is the site within 2,000 metres of a primary school?	New approach following consultation.	Greater preference is to be given to 'key' amenities.	4.1, 6.1, 6.2, 6.4
2b. Is the site within 2,000 metres of a doctors surgery?	New approach following consultation.	Greater preference is to be given to 'key' amenities.	4.1, 5.1, 6.1, 6.2, 6.4
2c. Is the site within 2,000 metres of a food shop?	New approach following consultation.	Greater preference is to be given to 'key' amenities.	4.1, 6.1, 6.2, 6.4
3. Environmental Constraints			
3a. Is the site within the Green Belt?	GT21	In exceptional circumstances, after all alternatives have been fully exhausted, sites in the Green Belt may be allocated for Gypsy and Traveller pitches if they conform to suitability and sustainability criteria, in particular where they are located close to Cambridge, Northstowe or a Rural Centre.	3.2
3b. Does the site comprise previously developed land?	GT18	The council will encourage, where suitable and in sustainable locations, the use of brownfield sites for siting of Gypsy and Traveller pitches.	1.1
3c. Is the site within any valued area?	GT24 GT25 GT26	Gypsy and Traveller pitches will not be permitted where they would lead to the loss of important areas and features the subject of Internationally / nationally recognised designations, unless it is demonstrated that there would be no adverse impact. Gypsy and Traveller pitches will not normally be	2.1, 2.2, 3.1, 3.2

		<p>permitted in Conservation Areas. Proposal for Gypsy and Traveller pitches within or adjoining a Conservation Areas may exceptionally be permitted if they are in a suitable and sustainable location, and where they can demonstrate that it the development would preserve or enhance the character or appearance of the Conservation Area or its setting.</p> <p>Gypsy and Traveller pitches will not be permitted unless it is demonstrated that there would be no harmful impact on, or loss of, important areas and features of locally recognised designations.</p>	
<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>GT5 GT7 GT9 GT10 GT11 GT12</p>	<p>Sites for Gypsy and Traveller pitches will not ideally be located in the vicinity of any dangerous roads, railway lines, water bodies or power lines, unless it can be demonstrated that there would be no unacceptable adverse impact or appropriate mitigation can be provided.</p> <p>Gypsy and Traveller pitches will not be permitted on land found to be unstable.</p> <p>Gypsy and Traveller pitches will not be permitted in areas of poor drainage unless it can be demonstrated that these issues can be addressed through an appropriate drainage system secured through planning</p>	<p>2.1, 3.1, 4.1, 4.3, 5.1</p>

		<p>conditions or section 106 agreements.</p> <p>Gypsy and Traveller pitches will not be permitted if located in the vicinity of a hazardous installation or in areas of contaminated land or water unless it can be demonstrated that these issues can be addressed through appropriate mitigation measures secured by planning conditions or section 106 agreements.</p> <p>Gypsy and Traveller pitches will not be permitted if located in the vicinity of mineral safeguarding areas.</p> <p>Gypsy and Traveller pitches will not be permitted where the site is liable to flooding or where the development would likely give rise to flooding elsewhere, unless it is demonstrated that these effects can be overcome by appropriate alleviation and mitigation measures secured by planning conditions or section 106 agreements.</p>	
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>GT5 GT7 GT9 GT10 GT11 GT12</p>	<p>See above.</p>	<p>2.1, 2.2, 3.1, 3.2, 4.1, 4.3, 5.1</p>
TIER 2			
1. Transport Infrastructure			
<p>1a. Where access involves routes through built-up areas, is access</p>	<p>GT46</p>	<p>Part of draft three tier matrix.</p>	<p>4.2</p>

available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?			
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	GT6 + Action	Gypsy and Traveller pitches would not be permitted where the site access is deemed unsafe or inadequate. Consider the Impact on the local highway network.	4.2, 7.1
1c. Does the site have a safe pedestrian or cycle access / route to the nearest local area centre (or could one be provided)?	GT6	Gypsy and Traveller pitches would not be permitted where no safe pedestrian route to a local area centre or to a public transport node with service to a local area centre is or can be made available.	4.1, 6.2, 7.1
1d. Access to a public transport node available via a safe walking or cycle route:	GT16a	Sites for Gypsy and Traveller pitches will be located within 400m and no more than 1,000m (via a safe walking route) of a transport node providing a frequent service to the nearest local centre or town wherever possible.	4.1, 6.1, 6.2, 7.1
1e. The nearest public transport node provides what quality?	GT17a	Sites for Gypsy and Traveller pitches will be located close to a transport node providing an hourly service or better to the nearest local centre or town wherever possible.	4.1, 6.1, 6.2, 7.1

2. Site Infrastructure			
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	GT8	Gypsy and Traveller pitches will only be allocated or granted planning permission in areas where the provision of necessary infrastructure such as water, sewage disposal, and electricity are readily available and financially feasible.	1.3, 5.1
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	GT46	Part of draft three tier matrix	1.3, 5.1, 7.2
3. Local Area Infrastructure			
3a. Is the site located within 1,000m of other Gypsy / Traveller pitches / sites?	GT2	New Gypsy and Traveller pitches will be proportionately distributed throughout the district to promote integration and assist equal access to services.	
3b. If Yes, what is the total number of pitches?			
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	New approach following consultation.	Consider the use of a similar approach to that identified in the Core Strategy for conventional housing whereby an appropriate number of pitches is identified for each category of settlement using the sequence for development. It would be reasonable to apply a consistent approach to both conventional housing and Gypsy / Traveller accommodation.	6.1

3d. Would there be any harmful impact to local physical / social infrastructure should additional pitches be permitted? Could these impacts be overcome?	GT27	Sites for Gypsy and Traveller pitches must respect the scale of the nearest settlement. Planning permission for Gypsy and Traveller pitches will not be granted where it would result in undue pressures on local physical and social infrastructure.	7.2
TIER 3			
1. Design and Impact			
1a. Impact on designations listed section 3 of Tier 1		(see section 3 of Tier 1)	2.1, 2.2, 3.1, 3.2
1b. Impact on amenity of surrounding existing uses.	GT29	Sites for Gypsy and Traveller pitches will only be permitted where they can avoid any unacceptable adverse or detrimental impact on neighbouring uses and where local services / infrastructure has the ability to meet their needs.	
1c. Impact on amenity of potential site from surrounding land uses.	GT5 GT7 GT9 GT10 GT11 GT12	(see criteria 3d above)	
1d. Impact on local character / appearance	GT28	Sites for Gypsy and Traveller pitches will only be permitted where it would not result in any unacceptable adverse impact on the character and appearance of the locality. Pitches would be sensitively screened and enclosed where appropriate.	3.2
2. Access to other facilities			
2a. Actual walking distance to local services / amenities			4.1, 6.1

Key Amenities:			
<i>Primary School</i>			
<i>Food Shop</i>			
<i>Medical Centre</i>			
Other Amenities:			
<i>Children's Play Area</i>			
<i>Secondary School</i>			
<i>Postal Facility</i>			
<i>Bank / Cash Point</i>			
<i>Pharmacy</i>			
<i>Leisure / Recreation Centre</i>			
<i>Community Centre</i>			
<i>Public House</i>			
<i>Outdoor Open Access Public Area</i>			
2b. Is the site within 1,000m of 5 or more of the above local amenities?	GT13/14	Gypsy and Traveller pitches will be located in sustainable locations within or adjoining settlements with access to a range of services wherever possible.	4.1, 6.1
2c. Access to children's playspace or potential for provision on site	GT37	An area for children to play in should be available on sites for Gypsy and Traveller pitches. Where appropriate, preference would be given to pitches within a reasonable and safe walking distance of local recreational facilities.	5.3
3. Deliverability			
3a. Timing of potential delivery	GT46	Part of draft three tier matrix	
3b. Land Ownership	GT46	Part of draft three tier matrix	
3c. Notional costings	GT46	Part of draft three tier matrix	

TABLE A2 - Sustainability Objectives and links to Site Assessment Criteria

Sustainability Appraisal Objective		Relevant Site Assessment Criteria	Why?
Land and Water Resources			
1.1	Minimise the irreversible loss of undeveloped land and productive agricultural holdings	Tier 1 - 3b	The re-use of previously developed land (PDL) will minimise the loss of undeveloped land. Policy NE/17 of the Development Control Policies DPD requires the protection of high quality agricultural land (grades 1, 2 & 3a).
1.2	Reduce the use of non-renewable resources including energy sources		Sites are likely to be small scale, and their potential to generate renewable energy limited.
1.3	Limit water consumption to levels supportable by natural processes and storage systems	Tier 2 - 2a, 2b	The absolute effect of further development will be to put additional strain on already stretched water resources in the sub-region. The actual impact will be dependent on site-specific implementation of water conservation measures. Drainage issues, particularly relating to waste water, may also be relevant.

Biodiversity			
2.1	Avoid damage to designated sites and protected species	Tier 1 - 3c, 3d, 3e Tier 3 - 1a	Relevant indicators address the impact on valued areas.
2.2	Maintain and enhance the range and viability of characteristic habitats and species	Tier 1 - 3c, 3e Tier 3 - 1a	Indicator addresses ecological constraints to development.
2.3	Improve opportunities for people to access and appreciate wildlife and wild places		Sites are likely to be small scale, and their potential to generate new countryside open space is limited.

Landscape, townscape and archaeology			
3.1	Avoid damage to areas and sites designated for their historic interest, and protect their settings.	Tier 1 - 3c, 3d, 3e Tier 3 - 1a	The indicators consider impact on areas and sites designated for their historic interest e.g. Scheduled Monuments, Listed Buildings, Historic Parks & Gardens, Conservation Areas and non-statutory archaeological sites.

3.2	Maintain and enhance the diversity and distinctiveness of landscape and townscape character	Tier 1 - 3a, 3c, 3e Tier 3 – 1a, 1d	The indicators consider impact on Important Countryside Frontages, Protected Village Amenity Areas and Conservation Areas. Site context (e.g. topography, views, impact on surroundings) is important in assessing the impact on the local character.
3.3	Create places, spaces and buildings that work well, wear well and look good		Site specific issues, addressed by the draft policy GT2 regarding site design

Climate change and pollution			
4.1	Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)	Tier 1 - 1a, 1b, 1c, 2a, 2b, 2c, 3d, 3e Tier 2 - 1c, 1d, 1e Tier 3 - 2a, 2b	The sustainability of the settlement; the accessibility of key services, employment and access to public transport will have an impact on the sustainability of the site, and therefore on levels of greenhouse gas emissions and air quality.
4.2	Minimise waste production and support the recycling of waste products	Tier 2 - 1a, 1b	Appropriate road access will assist the serving of sites for waste disposal.
4.3	Limit or reduce vulnerability to the effects of climate change (including flooding)	Tier 1 - 3d, 3e	The indicator considers flood risk, and is directly relevant.

Healthy communities			
5.1	Maintain and enhance human health	Tier 1 - 2b, 3d, 3e Tier 2 - 2a, 2b	The sustainability of the settlement; the accessibility of key services, will have an impact on the sustainability of the site, which in turn will have an impact on human health. Location relative to hazard areas also relevant.
5.2	Reduce and prevent crime, and reduce the fear of crime		There is no evidence available to suggest whether a location will be particularly suited or unsuited to preventing crime or the fear of crime. Much will depend on the final design.
5.3	Improve the quantity and quality of publicly accessible open space	Tier 3 - 2c	Sites would be required to make provision according to the council's open space standards.

Inclusive communities			
6.1	Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	Tier 1 - 2a, 2b, 2c Tier 2 - 1d, 1e, 3c Tier 3 - 2a, 2b	Relevant indicators address accessibility to services.
6.2	Redress inequalities related to age, gender, disability, race, faith, location and income	Tier 1 - 2a, 2b, 2c Tier 2 - 1c, 1d, 1e	Key indicators are the sustainability of the settlement; and the accessibility of key services. More sustainable locations will help to address any inequalities related to access to services and facilities.
6.3	Ensure all groups have access to decent, appropriate and affordable housing		Provision of sites should assist the Gypsy and Traveller population gain access to appropriate accommodation.
6.4	Encourage and enable the active involvement of local people in community activities	Tier 1 - 1c, 2a, 2b, 2c	The promotion of peaceful and integrated co-existence between Travellers site and the local community is a goal set out in circular 01/2006. Locations near to and with good access to village services and facilities would help promote integration.

Economic activity			
7.1	Help people gain access to satisfying work appropriate to their skills, potential and place of residence	Tier 1 - 1a, 1b, 1c Tier 2 - 1b, 1c, 1d, 1e	Good accessibility to local employment will help people gain access to satisfying work. A location with transport access, and the scale of the nearest settlement are relevant criteria.
7.2	Support appropriate investment in people, places, communications and other infrastructure	Tier 2 - 2b, 3d	Relevant indicators address the availability and impact on local infrastructure.
7.3	Improve the efficiency, competitiveness, vitality and adaptability of the local economy		The provision of Gypsy and Traveller pitches to meet the needs identified by the East of England Plan will contribute to the economy.

KEY

 No matched site assessment criteria.

B. SITE ASSESSMENTS – SITE OPTIONS FOR CONSULTATION

SITE 1 - SANDY PARK, CHESTERTON FEN ROAD, MILTON (EDGE OF CAMBRIDGE)	
Site Number	1
Location	Milton (Edge of Cambridge)
Site Name / Address	Sandy Park, Chesterton Fen Road, Milton
Site Size	1.90 ha
Current land use	Primarily a Gypsy and Traveller site with temporary planning consent for 29 pitches. Site also includes 1 vacant plot without planning consent.
Number of Pitches	28 pitches (site capacity reduced to enable provision of open space, see Tier 2, 2(c))
Site Description & Context	<p>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 London to Kings Lynn railway line to a point ending close to the A14 road. The site lies to the west of Chesterton Fen Road and comprises a central access road with a line of pitches on either side. There is development along the length of the western side of Chesterton Fen road, but it is more sporadic on the eastern side. At the southern end of Chesterton Fen Road there is some industrial and commercial development, but further north near to this site the primary land use is Gypsy and Traveller pitches.</p> <p>The site lies at the end of the developed area on the western side of the road. There is a skip hire business to the north of the site before open agricultural land stretches to the A14. There are existing permanent Gypsy and Traveller pitches to the south. Opposite the site are three longstanding Gypsy sites. The Cambridge to Ely railway adjoins the western boundary.</p> <p>The surrounding area is generally flat and much of the land is open in character. The site lies near the junction of the Bedfordshire and Cambridgeshire Claylands and The Fens Landscape Character Areas, although both sites are more dominated by the urban edge of Cambridge and adjacent River Cam and railway lines. The local field pattern is of fairly narrow small to medium sized plots and nearly all the development has stayed within the historic boundaries, although the typical boundary hedges</p>

	and small trees (which can still be seen in some open paddocks to the east) have largely been removed.
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TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cambridge (Chesterton)
1b. Stage in development sequence	Edge of Cambridge
1c. Distance to edge of nearest settlement	230m (Cambridge City Boundary)
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	Yes
3b. Does the site comprise previously developed land?	No. Although the site is currently in use, conditions require removal of caravans and equipment associated with the use when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	There is a Public Right Of Way on the opposite site of Chesterton Fen Road.
3d. Is the site within or in close proximity to a hazardous area?	A small part of the road frontage is within Flood Zone 3, with a further part in Flood Zone 2. The site adjoins a mainline railway line to the west, with the Chesterton Sidings site beyond, and there are industrial activities to the north east of the site. Milton Sewage Treatment Works are in close proximity to the north of the site. There are potential land contamination issues, relating to location near railway line.
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	The Environment Agency state that they have no objection in principle, although a Flood Risk Assessment would be required to support any planning application and surface/foul water drainage would need to be agreed. A Flood Risk Assessment was produced as part of the recent planning application for temporary consent, which was acceptable in principle to the Environment Agency. Measures would be required to address noise issues. Attenuation would be likely to include an acoustic fence along the railway line. A fence has been erected in association with the current

	<p>consent that provides mitigation, and it would be likely that such a fence would be required to be retained. There may also be measures required in association with the industrial uses to the north east of the site.</p> <p>Milton sewage works are in close proximity to the north. The Council's Environmental Health Service has received numerous complaints regarding malodour from the sewage works, but these mainly come from Milton. An odour assessment is recommended but the prevailing wind tends to be north / north-east, and therefore it is unlikely to be a significant issue.</p> <p>Land contamination could be a potential issue, but could be addressed through conditions on a planning application.</p>
<p>Tier 1 Conclusion</p>	<p>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.</p> <p>Exceptional circumstances could potentially be provided by the location on the edge of Cambridge, which is at the top of the search sequence provided by Core Strategy Policy ST/2. Although the site adjoins a large number of existing pitches, the sites are located near to the City of Cambridge, rather than a village. They therefore have access to the wide range of services, facilities and employment available in Cambridge.</p> <p>The Environment Agency has defined a small part of the site as Flood Zones 2 and 3, but it has been subject to a site-specific Flood Risk Assessment, which met the requirements of the Environment Agency, and they have no concerns in principle.</p> <p>There are other issues regarding noise and land contamination that would need to be addressed.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes Access is provided via Chesterton Fen Road, through the main road network within Cambridge and then distributor roads through Chesterton.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option. The road north of the railway is fairly narrow, with informal passing places, and sporadic areas of footway. Although these issues exist none of them are so onerous as to warrant the local highway authority raising an objection. The traffic generated by the existing development appears to cope with the restricted infrastructure. Due to the length of the site, an appropriate turning area will be needed somewhere on the site, that is of sufficient size to accommodate emergency vehicles. This is unlikely to affect the capacity of the site.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes Although there is no footway available in places, the Chesterton Fen Road is a no through road. There may be opportunities for improvements in places.
1d. Access to a public transport node available via a safe walking or cycle route:	Beyond 1,000m 1,125m to bus stop on Fen Estate. Around 1,600m to more frequent buses on Chesterton High Street.
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service between 9.20am - 5.20pm. No service on Sunday. High quality service providing buses every 10 minutes from Chesterton High Street.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes The site has access to electricity and water supply. With regard to drainage, the site is served by on site measures. The possibility of mains drainage provision for the whole of Chesterton Fen Road is being explored with Anglian Water. The site is 380m from an existing sewer.

<p>2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If no, are there measures that can be taken to address this?)</p>	<p>No known issues.</p>
<p>3. Local Area Infrastructure</p>	
<p>3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?</p>	<p>Yes</p>
<p>3b. If Yes, what is the total number of other pitches?</p>	<p>151 pitches (125 permanent pitches, 26 pitches undeveloped with permanent consent.)</p> <p>In addition, 19 temporary pitches on an adjoining site are also subject to consultation through this plan. There is one unauthorised site that has been tested and identified as a rejected option.</p>
<p>3c. Does the maximum capacity of the site reflect the settlement hierarchy?</p>	<p>Yes Cambridge – 30 new pitches per scheme.</p>
<p>3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?</p>	<p>Infrastructure is available in the City of Cambridge to accommodate this development. Children from the temporary pitches are already accommodated in local schools.</p>
<p>Tier 2 Conclusion</p>	<p>This is an existing temporary site, and much of the infrastructure required to accommodate it is already in place. Chesterton Fen Road is not ideal, but the local highway authority consider that there will be no significant adverse effect on the public highway from this option. The road appears to cope with the level of traffic. The site is slightly beyond 1,000m to a bus stop, but due to the accessibility to Cambridge it is not considered that this should rule out the option.</p> <p>A mains drainage solution would benefit the whole area, and this is being explored. Without this, site-specific measures can be utilised to meet the needs of the development.</p> <p>The benefits of a city edge site are access to the wide range of services, facilities and employment offered by the city. Whilst making this site permanent would maintain a large number of pitches in this area, this is a location near to a city, rather than a smaller village.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	The site lies within the Green Belt. The skip business and existing woodland and hedges do screen the development from the wider countryside to the north. Gypsy and Traveller pitches represent inappropriate development in the Green Belt. It would need to be considered whether exceptional circumstances warrant allocation in the Green Belt.
1b. Impact on amenity of surrounding existing uses.	<i>Low Impact</i> - The location of the site is relatively isolated by virtue of the edge of Cambridge location on a cul de sac and accessed via a level crossing over the railway line. Adjoining uses are primarily other Gypsy and Traveller pitches.
1c. Impact on amenity of potential site from surrounding land uses.	<i>High Impact</i> – The nearby railway line presents noise issues, there may also be noise issues from the nearby skip business. Mitigation measures would be likely to be required through any planning consent, to appropriately reduce the impact to acceptable levels.
1d. Impact on local character/appearance	<p>This site has a <i>low impact</i> on the surrounding landscape partly due to its relatively isolated position with limited views from the wider area and that it adjoins an existing area of development. The two Sandy Park sites tend to merge with the general development of the area. Within the sites there is little planting - the few trees present show what a positive impact planting could have. The main portion of Sandy Park has a far more established character with several plots having brick boundary walls and surfaced roadways. This site is to some extent screened by trees to the north, and the skip storage business.</p> <p>Landscape mitigation could include re-establishing field and plot boundaries using suitable tree and hedge species, and replacing the conifer planting with trees such as Alder, Willow, Field Maple etc. Within the plots tree planting could be used to mark individual plot boundaries and to introduce some height (and light shade for the residents) to break up the rather horizontal structure of the area.</p>
2. Access to other facilities	
2a. Actual walking distance to local services/amenities	
Key Amenities:	
<i>Primary School</i>	2,490m
<i>Food Shop</i>	1,815m
<i>Medical Centre</i>	2,685m

Other Amenities:	
<i>Children's Play Area</i>	1,535m
<i>Secondary School</i>	3,345m
<i>Postal Facility</i>	2,255m
<i>Bank/Cash Point</i>	2,255m (post office)
<i>Pharmacy</i>	2,820m
<i>Leisure/Recreation Centre</i>	3,345m
<i>Community Centre</i>	2,490m
<i>Public House</i>	1,455m
<i>Outdoor open access public area</i>	1,605m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m There is currently no open space provision on the site. If the site were made permanent it would be appropriate to provide playspace on site to meet the needs of the development, in accordance with the adopted Development Control Policies DPD and Open Space in New Developments Supplementary Planning Document. This would require the land area of up to 2 pitches. The site capacity should therefore be reduced from 30 to 28 pitches to reflect this.
3. Deliverability	
3a. Timing of potential delivery	Allocation of an existing site with temporary planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 1 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 1 Total Cost: 3
Tier 3 Conclusion	This is an existing Gypsy and Traveller site with temporary planning consent. The small area without temporary consent reads as part of the main site. If the site were allocated it would be capable of contributing to the early delivery of permanent Gypsy/Traveller pitches and the 2006 to 2011 requirements of the East of England Plan. Although the site is in the Green Belt, and development would therefore impact on the openness of the Green Belt, wider landscape impacts would be limited. Gypsy and Traveller pitches represent

	<p>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. These could potentially be provided by the benefits of a location on the edge of Cambridge. A decision would need to be made whether the site remained in the Green Belt or was removed if the site were allocated.</p> <p>The site would need to make provision of open space on site to meet the needs of the development, which would have a small impact on the pitch capacity of the site. The sites would also benefit from additional landscaping.</p>
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Site 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.

Conclusion: Site option for consultation.

SITE 2 - PLOTS 1, 3 & 5 SANDY PARK, CHESTERTON FEN ROAD, MILTON (EDGE OF CAMBRIDGE)	
Site Number	2
Location	Milton (Edge of Cambridge)
Site Name / Address	Plots 1, 3 & 5 Sandy Park, Chesterton Fen Road, Milton
Site Size	0.36 ha
Current land use	Gypsy and Traveller site with temporary planning consent for 19 pitches
Number of Pitches	17 pitches (site capacity reduced to enable provision of open space, see Tier 2, 2(c))
Site Description & Context	<p>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. There is development along the length of the western side of the road as far as the Sandy Park site, but it is more sporadic on the eastern side. At the southern end Chesterton Fen Road includes some industrial and commercial development, but further north near to this site the primary land use is Gypsy and Traveller pitches.</p> <p>The site is on the western side of the road. This L-shaped site is currently occupied by 19 mobile homes with associated parking, each forming a pitch. There is one access into the site off Chesterton Fen Road. Immediately to the north-west of the site is the larger Sandy Park site. Opposite the site are three longstanding Gypsy sites. There are other Gypsy sites to the south.</p> <p>The surrounding area is generally flat and much of the land is open in character. The site lies near the junction of the Bedfordshire and Cambridgeshire Claylands and The Fens Landscape Character Areas, although both sites are more dominated by the urban edge of Cambridge and adjacent River Cam and railway lines. The local field pattern is of fairly narrow small to medium sized plots and nearly all the development has stayed within the historic boundaries, although the typical boundary hedges and small trees (which can still be seen in some open paddocks to the east) have largely been removed.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cambridge
1b. Stage in development sequence	Edge of Cambridge
1c. Distance to edge of nearest settlement	370m (Cambridge City Boundary)
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	Yes
3b. Does the site comprise previously developed land?	No Although the site is currently in use, conditions require removal of caravans and equipment associated with the use when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	Public Right Of Way on the opposite side of Chesterton Fen Road.
3d. Is the site within or in close proximity to a hazardous area?	Yes Flood Zone 2 (Medium Risk) Milton sewage works are in close proximity to the North. The site is around 150m from the London to Kings Lynn railway line.
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	The Environment Agency has no objection in principle on grounds of flooding. Flood Zone 2 defines the area of medium risk, with a 1 in 100 to 1 in 1,000 annual risk of flooding. A site in Flood Zone 2 could require assessment using the PPS25 Exception Test, which includes three criteria. Against the three criteria a) 'the development should be on developable previously developed land or, if not, it must be demonstrated there is no such alternative land available' - there are no reasonable alternative sites identified at this stage on previously developed land; b) 'it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk' - there are wider sustainability benefits of a location close to Cambridge; c) 'a Flood Risk Assessment must demonstrate that the development will be safe, without increasing flood

	<p>risk elsewhere' - a site specific Flood Risk Assessment was prepared to support the temporary consent, and was considered acceptable in principle to the Environment Agency.</p> <p>Milton sewage works are in close proximity to the north. The Council's Environmental Health service has received numerous complaints regarding malodour from the sewage works, but these mainly come from Milton. An odour assessment is recommended but the prevailing wind tends to be north / north-east, and therefore it is unlikely to be a significant issue.</p>
Tier 1 Conclusion	<p>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.</p> <p>Exceptional circumstances could potentially be provided by the location on the edge of Cambridge, which is at the top of the search sequence provided by Core Strategy Policy ST/2. Although the site adjoins a large number of existing pitches, the sites are located near to the City of Cambridge, rather than a village. They therefore have access to the wide range of services, facilities and employment available in Cambridge.</p> <p>The Environment Agency has defined part of the site as Flood Zone 2, but it has been subject to a recent site-specific Flood Risk Assessment, and the Environment Agency have no objection in principle.</p>
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	<p>Yes</p> <p>Access is provided via Chesterton Fen Road, through the main road network within Cambridge and then distributor roads through Chesterton.</p>

<p>1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?</p>	<p>Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.</p> <p>The road north of the railway is fairly narrow, with informal passing places, and sporadic areas of footway. Although these issues exist none of them are so onerous as to warrant the local highway authority raising an objection. The traffic generated by the existing development appears to cope with the restricted infrastructure.</p>
<p>1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?</p>	<p>Yes Although there is no footway available in places, the Chesterton Fen Road is a no through road. There may be opportunities for improvements in places.</p>
<p>1d. Access to a public transport node available via a safe walking or cycle route:</p>	<p>Beyond 1,000m. 1,105m to bus stop on the Fen Estate. Around 1,600m to more frequent buses on Chesterton High Street.</p>
<p>1e. The nearest public transport node provides what quality?</p>	<p>Hourly Public Transport service available.</p> <p>Mon-Sat: hourly service between 9.20am - 5.20pm. No service on Sunday.</p> <p>High quality service providing buses every 10 minutes from Chesterton High Street.</p>
<p>2. Site Infrastructure</p>	
<p>2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?</p>	<p>Yes The site has access to electricity and water supply. With regard to drainage, the site is served by on site measures. The possibility of mains drainage provision for the whole of Chesterton Fen Road is being explored with Anglian Water. The site is 380m from an existing sewer.</p>
<p>2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)</p>	<p>No known issues.</p>
<p>3. Local Area Infrastructure</p>	
<p>3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?</p>	<p>Yes</p>

<p>3b. If Yes, what is the total number of other pitches?</p>	<p>151 pitches (125 permanent pitches, 26 pitches undeveloped with permanent consent.)</p> <p>In addition, 29 temporary pitches on an adjoining site are also subject to consultation through this plan. There is one unauthorised site that has been tested and identified as a rejected option.</p>
<p>3c. Does the maximum capacity of the site reflect the settlement hierarchy?</p>	<p>Yes Cambridge - 30 pitches per scheme</p>
<p>3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?</p>	<p>Infrastructure is available in the City of Cambridge to accommodate this development. Children are already accommodated in local schools.</p>
<p>Tier 2 Conclusion</p>	<p>This is an existing temporary site, and much of the infrastructure required to accommodate it is already in place. Chesterton Fen Road is not ideal, but the local highway authority consider that there will be no significant adverse effect on the public highway from this option. The road appears to cope with the level of traffic. The site is slightly beyond 1,000m to a bus stop, but due to the accessibility to Cambridge it is not considered that this should rule out the option.</p> <p>A mains drainage solution would benefit the whole area, and this is being explored. Without this, site-specific measures can be utilised to meet the needs of the development.</p> <p>The benefits of a city edge site are access to the wide range of services, facilities and employment offered by the city. Whilst making this site permanent would maintain a large number of pitches in this area, this is a location near to a city, rather than a smaller village.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 3

<p>1. Design and Impact</p>	
<p>1a. Impact on designations listed section 3 of Tier 1</p>	<p>The site lies within the Green Belt. Allocation of the site would maintain development which reduces the openness of the Green Belt in this location. The site is screened to a large extent from the wider countryside to the north, and it is currently adjoined on two sides by the other Sandy Park site.</p>

<p>1b. Impact on amenity of surrounding existing uses.</p>	<p><i>Low Impact - Low Impact</i> - The location of the site is relatively isolated by virtue of the edge of Cambridge location on a cul de sac and accessed via a level crossing over the railway line. Adjoining uses are primarily other Gypsy and Traveller pitches.</p>
<p>1c. Impact on amenity of potential site from surrounding land uses.</p>	<p><i>Low Impact</i> – The nearby railway line presents noise issues, although it is over 150m from this site, so unlikely to require specific mitigation measures. There may be noise associated with the skip storage business to the north.</p>
<p>1d. Impact on local character/appearance</p>	<p>This site has a <i>low impact</i> on the surrounding landscape partly due to its relatively isolated position with limited views from the wider area and that it adjoins an existing area of development. The two Sandy Park sites tend to merge with the general development as site boundaries are dominated by the development and the roadside blocks of conifer planting. The site is currently screened from the wider countryside by the larger Sandy Park site.</p> <p>Within the site there is little planting - the few trees present showing what a positive impact planting could have. There are currently few opportunities for landscaping at plots 1, 3 and 5 due to the high density of pitches. The whole area of Chesterton Fen appears unstructured. Landscape mitigation could include re-establishing field and plot boundaries using suitable tree and hedge species, and replacing the conifer planting with trees such as Alder, Willow, Field Maple etc.</p>
<p>2. Access to other facilities</p>	
<p>2a. Actual walking distance to local services / amenities</p>	
<p>Key Amenities:</p>	
<p><i>Primary School</i></p>	<p>2,470m</p>
<p><i>Food Shop</i></p>	<p>1,795m</p>
<p><i>Medical Centre</i></p>	<p>2,665m</p>
<p>Other Amenities:</p>	
<p><i>Children's Play Area</i></p>	<p>1,515m</p>
<p><i>Secondary School</i></p>	<p>3,325m</p>
<p><i>Postal Facility</i></p>	<p>2,235m</p>
<p><i>Bank/Cash Point</i></p>	<p>2,235m (post office)</p>
<p><i>Pharmacy</i></p>	<p>2,800m</p>
<p><i>Leisure/Recreation Centre</i></p>	<p>3,325m</p>
<p><i>Community Centre</i></p>	<p>2,470m</p>
<p><i>Public House</i></p>	<p>1,435m</p>
<p><i>Outdoor open access public area</i></p>	<p>1,585m</p>
<p>2b. Is the site within 1,000m of 5 or more of the above Local Amenities?</p>	<p>No</p>

<p>2c. Access to children's playspace or potential for provision on site</p>	<p>Beyond 1,000m</p> <p>There is currently no open space provision on the site. If the site were made permanent it would be appropriate to provide open space on site to meet the needs of the development, in accordance with the Development Control Policies DPD and adopted Open Space in New Developments Supplementary Planning Document. This would require the space of up to 2 pitches. The site capacity should therefore be reduced from 19 to 17 pitches to reflect this.</p>
<p>3. Deliverability</p>	
<p>3a. Timing of potential delivery</p>	<p>Allocation of an existing site with temporary planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.</p> <p>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. Government guidance describes an average family pitch as being capable of accommodating a static caravan, a touring caravan and an amenity block, with smaller pitches accommodating a large trailer and an amenity block. These pitches do not have an amenity block, but facilities are included within the mobile homes. They meet a particular type of need for Gypsies and Travellers to rent pitches. If pitches were to include space for the parking of touring caravans it would significantly reduce the capacity.</p>
<p>3b. Land Ownership</p>	<p>In Gypsy/Traveller ownership.</p>
<p>3c. Notional Costings</p>	<p>Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1</p>
<p>Tier 3 Conclusion</p>	<p>This is an existing Gypsy and Traveller site with temporary planning consent. If the site were allocated it would be capable of contributing to the early delivery of permanent Gypsy/Traveller pitches and the 2006 to 2011 requirements of the East of England Plan. Although the site is in the Green Belt, and development would therefore impact on the openness of the Green Belt, wider landscape impacts would be limited. A decision would need to be made whether the site remained</p>

	<p>in the Green Belt or was removed if the site were allocated.</p> <p>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. These could potentially be provided by the benefits of a location on the edge of Cambridge.</p> <p>The requirement for provision of open space on site to meet the needs of the development would have a small impact on the pitch capacity of the site. The sites would also benefit from additional landscaping.</p>
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Site 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.

Conclusion: Site option for consultation.

SITE 3 - CAMBRIDGE EAST (CAMBRIDGE)	
Site Number	3
Location	Cambridge
Site Name / Address	Cambridge East
Site Size	Gypsy and Traveller provision made as part of a major development comprising approximately 250 hectares.
Current land use	Cambridge Airport and a number of other existing uses (allocated for development through Cambridge East Area Action Plan)
Number of Pitches	20 pitches. Given the scale of the urban extension in South Cambridgeshire the site option put forward is based on 2 typical sites of 10 pitches.
Site Description & Context	<p>The Area Action Plan for Cambridge East identifies the site for a sustainable new urban quarter of 10,000 to 12,000 dwellings and associated development. Sites for Gypsies and Travellers would be identified within the Area Action Plan allocation through the masterplanning process for the development. The Area Action Plan allocation would be an area of search within which provision would be required.</p> <p>The major development lies partly within Cambridge City and partly within South Cambridgeshire. This option focuses on the potential for Gypsy and Traveller provision within the South Cambridgeshire district. 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.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cambridge (although district and local centres are planned for the development)
1b. Stage in development sequence	Edge of Cambridge
1c. Distance to edge of nearest settlement	Distance depends on masterplanning and the location of new centres within the development and where Gypsy and Traveller provision is located.

2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	The Area Action Plan seeks to ensure that all of the residents of Cambridge East are within 400m walk of the district centre or a local centre, or of a public transport link to such a centre, and that such centres include a primary school.
2b. Is the site within 2,000 metres of a doctors surgery?	The Area Action Plan seeks to ensure that all of the residents of Cambridge East are within 400m walk of the district centre or a local centre, or of a public transport link to such a centre, and that such centres provide for the day-to-day needs of local residents for service provision.
2c. Is the site within 2,000 metres of a food shop?	The Area Action Plan seeks to ensure that all of the residents of Cambridge East are within 400m walk of the district centre or a local centre, or of a public transport link to such a centre, and that such centres provide for the day-to-day needs of local residents for convenience shopping.
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	The majority of Cambridge East comprises previously developed land.
3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A
Tier 1 Conclusion	Cambridge East is at the top of the development sequence of the Core Strategy DPD. The site has already been removed from the Green Belt and allocated for development. A site within this major development would have good access to the services and facilities of Cambridge and those proposed for the new urban quarter.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Through masterplanning a site can be designed and located with appropriate vehicular access.

1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Through masterplanning a site can be designed and located with appropriate vehicular access.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Through masterplanning a site can be designed and located with appropriate pedestrian and cycle access. The Area Action Plan requires a dedicated network of highly accessible, segregated, high quality, safe, direct, connected and convenient rights of way.
1d. Access to a public transport node available via a safe walking or cycle route:	The Area Action Plan requires that all development will be within 400m easy walking distance of a bus stop. The exact distance would depend on masterplanning.
1e. The nearest public transport node provides what quality?	The Cambridge East Area Action Plan aims to achieve a high quality public transport service, including a dedicated public transport route to the city centre.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Provision of infrastructure will be required to serve the new urban quarter.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Edge of Cambridge - 30 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	New infrastructure will be planned for this new urban quarter. Provision could take account of the needs of Gypsy and Traveller sites.

Tier 2 Conclusion	<p>Infrastructure provision for Traveller sites could be planned up front as part of meeting the needs of the whole urban quarter. It should be possible to integrate provision appropriately with the development through masterplanning to ensure appropriate infrastructure is available.</p> <p>The Area Action Plans requirements of Cambridge East to be a sustainable development mean that Traveller sites would have good access to public transport, and cycling and pedestrian access to the nearest centre.</p>
Does the site warrant further Assessment?	Yes
TIER 3	
1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate the sites within the development.
1c. Impact on amenity of potential site from surrounding land uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate the sites within the development.
1d. Impact on local character/appearance	Depends on masterplanning. Appropriate design of the development could be used to integrate the sites within the development.
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	N/A
<i>Food Shop</i>	N/A
<i>Medical Centre</i>	N/A
Other Amenities:	
<i>Children's Play Area</i>	N/A
<i>Secondary School</i>	N/A
<i>Postal Facility</i>	N/A
<i>Bank/Cash Point</i>	N/A
<i>Pharmacy</i>	N/A
<i>Leisure/Recreation Centre</i>	N/A
<i>Community Centre</i>	N/A
<i>Public House</i>	N/A
<i>Outdoor open access public area</i>	N/A
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	<p>Depends on masterplanning.</p> <p>A major development of the scale of Cambridge East is likely to have all of these facilities. Access will depend on the relative location of the site to the facilities.</p>

2c. Access to children's playspace or potential for provision on site	Exact distance to a children's playspace would depend on masterplanning of the major development. Open space standards in the Area Action Plan require accessible provision.
3. Deliverability	
3a. Timing of potential delivery	A first phase of development is planned to deliver development north of Newmarket Road and a second phase north of Cherry Hinton before 2016. The first dwellings on the main airport site are anticipated to be completed after 2016. Masterplanning will determine the most appropriate locations for provision and there may be potential in both the 2011 to 2016 and the 2016 to 2021 periods.
3b. Land Ownership	In private ownership, potential for delivery as part of major development.
3c. Notional Costings	Cost of Securing Site/Land Value: 2 Cost of Demolition/Clearing: 1 Cost of Road Layout: 1 Cost of Utility Connection: 2 Cost of Landscaping: 1 Cost of Mitigation: 1 Total Cost: 8
Tier 3 Conclusion	Design and impact, access to services and facilities, and timing of delivery will depend to a great extent on masterplanning. Appropriate design of the development could be used to integrate sites within the development. With regard to the notional costings, as this is an entirely new development new infrastructure such as roads and utilities will be required. However, this will be required for the whole major development, and therefore the additional costs of including provision for Gypsy and Traveller sites would be reduced.

Site Assessment

The Area Action Plan 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 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. 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.

Conclusion: Site option for consultation.

SITE 4 - LAND BETWEEN HUNTINGDON ROAD AND HISTON ROAD (EDGE OF CAMBRIDGE)	
Site Number	4
Location	Edge of Cambridge
Site Name / Address	Land between Huntingdon Road and Histon Road
Site Size	Gypsy and Traveller provision made as part of a major development comprising approximately 24.8 hectares.
Current land use	The site largely comprises agricultural land.
Number of Pitches	10 pitches
Site Description & Context	<p>The site is proposed to be allocated for a major development including approximately 920 dwellings, through the Site Specific Policies DPD. It was subject to further consultation as part of the Housing Shortfall consultation on that plan in November 2008 and subsequently recommended for allocation to the independent Inspectors considering the plan. It adjoins a development of 1,780 dwellings already being planned within Cambridge City. The Inspectors' binding report is awaited and this site option for Gypsy and Traveller provision is dependent on the allocation of the site as a major development site.</p> <p>The site for Gypsies and Travellers would be identified within the major developed site allocation through the masterplanning process for the development. The allocation would be an area of search within which Gypsy and Traveller provision would be required.</p> <p>It should be noted that the Council recommended to the Inspectors that the policy to be included in the Site Specific Policies DPD to allocate this site should include a requirement to include Gypsy and Traveller provision, reflecting the emphasis in government guidance and the emerging East of England Plan that major developments should include provision.</p> <p>There are 3 potential scenarios in respect of this site:</p> <ol style="list-style-type: none"> 1. 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

	<p>would become a committed Gypsy and Traveller site for the purposes of the Gypsy and Traveller DPD.</p> <p>2. 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.</p> <p>3. If 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.</p> <p><i>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.</i></p>
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TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cambridge city centre (the urban extension will include new services and facilities, including a new local centre located in the adjoining major development in Cambridge City)
1b. Stage in development sequence	Edge of Cambridge
1c. Distance to edge of nearest settlement	Location, and therefore distance, depends on masterplanning.
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Depends on masterplanning of the development. A new primary school will be required to serve the development. Provision is likely to be available within 2,000m.
2b. Is the site within 2,000 metres of a doctors surgery?	Depends on masterplanning of the development. Provision is likely to be available within 2,000m.
2c. Is the site within 2,000 metres of a food shop?	Depends on masterplanning of the development. Provision is likely to be available within 2,000m.
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No (proposed to be removed from the Green Belt through the Site Specific Policies DPD).
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	No

<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>Yes The development site is close to the A14 and an Air Quality Management Area (AQMA). The Strategic Flood Risk Assessment identifies the drainage ditch on the north-west boundary of the site as subject to flooding a small way into the site.</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>The Council's proposed development site lies outside the AQMA. Noise issues would need to be considered through masterplanning. The wider development would need to mitigate flood risk. Any measures required specifically for a Travellers site would depend on masterplanning.</p>
<p>Tier 1 Conclusion</p>	<p>The major development would be located on the edge of Cambridge, which is at the top of the development sequence of the Core Strategy DPD. A Gypsy and Traveller site within this major development would have good access to the new services and facilities that will be delivered to serve the development, and also those within the City of Cambridge. It would not be appropriate for a site to be located in the Green Belt outside the major development. Within the major development, it could be located either within the heart of the development or at the edge of it adjacent to the Green Belt.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 2

<p>1. Transport Infrastructure</p>	
<p>1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?</p>	<p>Through masterplanning a site can be designed and located with appropriate vehicular access.</p>
<p>1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?</p>	<p>Through masterplanning a site can be designed and located with appropriate vehicular access.</p>
<p>1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?</p>	<p>Through masterplanning a site can be designed and located with appropriate pedestrian and cycle access. The draft policy requires a dedicated network of highly accessible, segregated, high quality, safe, direct, connected and convenient rights of way.</p>

1d. Access to a public transport node available via a safe walking or cycle route:	The draft policy requires that all development will be within 400m walking distance of a bus stop with a high quality service. The exact distance would depend on masterplanning and the identification of a suitable site.
1e. The nearest public transport node provides what quality?	The draft policy aims to achieve a high quality public transport service.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Provision of infrastructure will be required to serve the new development.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Edge of Cambridge - 30 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	No New infrastructure will be planned for this new development, and the site will also have good access to the City of Cambridge.
Tier 2 Conclusion	Infrastructure provision for a Traveller site could be planned up front as part of meeting the needs of the whole new development. It should be possible to integrate a site appropriately with the development through masterplanning to ensure appropriate infrastructure is available. The draft policy requirements of the development to be a sustainable development mean that a Traveller site would have good access to public transport, and cycling and pedestrian access.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or at the edge of the development.
1c. Impact on amenity of potential site from surrounding land uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or at the edge of the development.
1d. Impact on local character/appearance	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or at the edge of the development.
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	N/A
<i>Food Shop</i>	N/A
<i>Medical Centre</i>	N/A
Other Amenities:	
<i>Children's Play Area</i>	N/A
<i>Secondary School</i>	N/A
<i>Postal Facility</i>	N/A
<i>Bank/Cash Point</i>	N/A
<i>Pharmacy</i>	N/A
<i>Leisure/Recreation Centre</i>	N/A
<i>Community Centre</i>	N/A
<i>Public House</i>	N/A
<i>Outdoor open access public area</i>	N/A
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	Depends on masterplanning. A development of this scale is likely to have many of these facilities within or near by. Access will depend on the relative location of the site to the facilities.
2c. Access to children's playspace or potential for provision on site	Exact distance to a children's playspace would depend on masterplanning of the major development. Open space standards in the draft policy require accessible provision.
3. Deliverability	
3a. Timing of potential delivery	The delivery of the major development depends on the timing of the A14 Ellington to Fen Ditton improvements. It is likely to deliver around 610 dwellings by 2016. Delivery of a Gypsy and Traveller site would depend on masterplanning and phasing of the major development. It is possible that Travellers site provision could be completed by 2016.

3b. Land Ownership	In private ownership, potential for delivery as part of major development.
3c. Notional Costings	Cost of Securing Site/Land Value: 2 Cost of Demolition/Clearing: 0 Cost of Road Layout: 1 Cost of Utility Connection: 2 Cost of Landscaping: 1 Cost of Mitigation: 1 Total Cost: 7
Tier 3 Conclusion	<p>Design and impact, access to services and facilities, and timing of delivery will depend to a great extent on masterplanning. Appropriate design of the development could be used to integrate a site within or at the edge of the development.</p> <p>With regard to the notional costings, as this is an entirely new development new infrastructure such as roads and utilities will be required. However, this will be required for the whole major development, and additional costs of including provision for a Gypsy and Traveller site will be reduced.</p>

Site 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.

Conclusion: Site option for consultation.

SITE 5 - LAND BETWEEN MADINGLEY ROAD AND HUNTINGDON ROAD (NORTH WEST CAMBRIDGE AREA ACTION PLAN SITE) (EDGE OF CAMBRIDGE)	
Site Number	5
Location	Edge of Cambridge
Site Name / Address	Land between Madingley Road and Huntingdon Road (North West Cambridge Area Action Plan site)
Site Size	Gypsy and Traveller provision made as part of a major development comprising 73 hectares (of which 32 hectares are in South Cambridgeshire)
Current land use	The site largely comprises agricultural land.
Number of Pitches	10 pitches
Site Description & Context	The Area Action Plan for North West Cambridge identifies land to be released from the Cambridge Green Belt, as an exception to the Green Belt function of the area, for predominantly Cambridge University needs. It adjoins the southern edge of Girton village and includes 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 Inspectors' report on the Area Action Plan examination is expected by the end of July and will confirm the site boundary and anticipated capacity of the site. This option focuses on the potential for Gypsy and Traveller provision within South Cambridgeshire district.

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cambridge (the urban extension will include new services and facilities, including a new local centre)
1b. Stage in development sequence	Edge of Cambridge
1c. Distance to edge of nearest settlement	Location, and therefore distance, depends on masterplanning. A site may be within or at the edge of the development.
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Depends on masterplanning of the development. At least one new primary school will be required to serve the development. Provision is likely to be available within 2,000m.

2b. Is the site within 2,000 metres of a doctors surgery?	Depends on masterplanning of the development. Provision is likely to be available within 2,000m.
2c. Is the site within 2,000 metres of a food shop?	Depends on masterplanning of the development. Provision is likely to be available within 2,000m.
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No (proposed to be removed from the Green Belt through the North West Cambridge Area Action Plan).
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	No The Travellers Rest Pit geological Site of Special Scientific Interest lies within the Area Action Plan area, within Cambridge City, but outside the built footprint.
3d. Is the site within or in close proximity to a hazardous area?	Yes The A14 and M11 are separated from the site but nearby.
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	Noise and air quality issues would need to be considered through masterplanning. The design of the development is required to take into account the impact of noise and air pollution arising from the M11 and A14, in relation to the amenity and health of residents. The SSSI is also being addressed through masterplanning of the site.
Tier 1 Conclusion	The development would be located on the edge of Cambridge, which is at the top of the development sequence of the Core Strategy DPD. A site within this major development would have good access to the new services and facilities that will be delivered to serve the development, and those within the City of Cambridge. If Gypsy and Traveller provision were included as part of this development, it would need to be appropriately sited and designed to take account of the location near to the A14 and the M11, and the sensitivity of the landscape and the Green Belt setting of Cambridge.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads	Through masterplanning a site can be designed and located with appropriate vehicular access.

within industrial areas, recognised commercial areas or housing areas?	
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Through masterplanning a site can be designed and located with appropriate vehicular access.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Through masterplanning a site can be designed and located with appropriate pedestrian and cycle access. The Submission Draft Area Action Plan requires a dedicated network of highly accessible cycling and walking routes.
1d. Access to a public transport node available via a safe walking or cycle route:	The Submission Draft Area Action Plan requires that all development will be within 400m walking distance of a bus stop with a high quality service. The exact distance would depend on masterplanning and the identification of a suitable site.
1e. The nearest public transport node provides what quality?	The Submission Draft Area Action Plan aims to achieve a high quality public transport service.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Provision of infrastructure will be required to serve the new development.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Edge of Cambridge - 30 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	No New infrastructure will be planned for this new development, and the site will also have good access to the City of Cambridge.

<p>Tier 2 Conclusion</p>	<p>Infrastructure provision for a Gypsy and Traveller site could be planned up front as part of meeting the needs of the whole new development. It should be possible to integrate a site appropriately within the development through masterplanning to ensure that appropriate infrastructure and access is available. The Submission Draft Area Action Plan requirements of the development to be a sustainable development mean that a Travellers site would have good access to public transport, and cycling and pedestrian access.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 3

1. Design and Impact	
<p>1a. Impact on designations listed section 3 of Tier 1</p>	<p>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 for predominantly University's uses and 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.</p> <p>The site footprint in the Submission Draft Area Action Plan was considered by the Council to be the maximum that could be released from the Green Belt in order to go as far as possible to addressing University needs. The Inspectors put forward a larger site area for consultation as part of the Area Action Plan process because of the level of University need. Even so, the development will not be able to fully meet the identified needs of the University. As the site adjoins the Green Belt there is no potential to include a Gypsy and Travellers site outside the site.</p> <p>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</p>

	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.
1b. Impact on amenity of surrounding existing uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or at the edge of the development.
1c. Impact on amenity of potential site from surrounding land uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or at the edge of the development.
1d. Impact on local character/appearance	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or at the edge of the development. 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.
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	N/A
<i>Food Shop</i>	N/A
<i>Medical Centre</i>	N/A
Other Amenities:	
<i>Children's Play Area</i>	N/A
<i>Secondary School</i>	N/A
<i>Postal Facility</i>	N/A
<i>Bank/Cash Point</i>	N/A
<i>Pharmacy</i>	N/A
<i>Leisure/Recreation Centre</i>	N/A
<i>Community Centre</i>	N/A
<i>Public House</i>	N/A
<i>Outdoor open access public area</i>	N/A
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	Depends on masterplanning. A development of this scale is likely to have many of these facilities within or near by. Access will depend on the relative location of the site to the facilities.
2c. Access to children's playspace or potential for provision on site	Exact distance to a children's playspace would depend on masterplanning of the major development. Open space standards in the Submission Draft Area Action Plan require accessible provision.

3. Deliverability	
<p>3a. Timing of potential delivery</p>	<p>Delivery of a site would depend on masterplanning and phasing of the development.</p> <p>The housing trajectory for the site is a matter under consideration through the Area Action Plan examination process at the time of this consultation and it is possible that there may be relatively little development in South Cambridgeshire by 2016. It is therefore not certain whether Gypsy and Traveller provision could be developed by 2016, and possibly even by 2021, although there is more potential for that. Delivery could be anywhere between 65 to 800 dwellings by 2016, depending on some key decisions on the phasing of development that will take place through the masterplanning and planning application processes.</p>
<p>3b. Land Ownership</p>	<p>In private ownership, potential for delivery as part of major development.</p>
<p>3c. Notional Costings</p>	<p>Cost of Securing Site/Land Value: 2 Cost of Demolition/Clearing: 0 Cost of Road Layout: 1 Cost of Utility Connection: 2 Cost of Landscaping: 1 Cost of Mitigation: 1 Total Cost: 7</p>
<p>Tier 3 Conclusion</p>	<p>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 a site within or at the edge of the development. 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.</p> <p>With regard to the notional costings, as this is an entirely new development new infrastructure such as roads and utilities will be required. However, this will be required for the whole major development, and additional costs of including provision for a Gypsy and Traveller site will be reduced.</p> <p>The site's location is similar to the other north-west Cambridge site between Huntingdon Road and Histon Road, but there are key differences in the policy framework which led to their allocation. This site was identified in the Structure Plan 2003</p>

specifically to address the needs of the University. In light of this policy background it would need to be considered whether Gypsy and Traveller provision should be required from this site.

Site Assessment

The Area Action Plan 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 Area Action Plan 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.

Conclusion: Site option for consultation.

SITE 6 - NORTHSTOWE (NORTHSTOWE)	
Site Number	6
Location	Northstowe
Site Name / Address	Northstowe
Site Size	Gypsy and Traveller provision made as part of a major development comprising approximately 432 hectares.
Current land use	Oakington Airfield and a number of other existing uses (allocated for development through the Northstowe Area Action Plan)
Number of Pitches	20 pitches. Given the scale of the new town, the site option put forward is based on 2 typical sites of 10 pitches.
Site Description & Context	The Northstowe Area Action Plan 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.

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Northstowe (the town will include a new town centre, and a number of local centres)
1b. Stage in development sequence	Northstowe
1c. Distance to edge of nearest settlement	Location, and therefore distance, depends on masterplanning, and where Gypsy and Traveller provision is located.
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	The Area Action Plan seeks to ensure that all of the residents of Northstowe are within 600m walking distance of the town centre or a local centre, and that such centres include a primary school and provide for the day-to-day needs of local residents for convenience shopping and service provision.
2b. Is the site within 2,000 metres of a doctors surgery?	The Area Action Plan seeks to ensure that all of the residents of Northstowe are within 600m walking distance of the town centre or a local centre, and that such centres include a primary school and provide for the day-to-day needs of local residents for convenience shopping and service provision.

2c. Is the site within 2,000 metres of a food shop?	The Area Action Plan seeks to ensure that all of the residents of Northstowe are within 600m walking distance of the town centre or a local centre, and that such centres include a primary school and provide for the day-to-day needs of local residents for convenience shopping and service provision.
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No, although adjoins outer edge of the Green Belt south of Oakington.
3b. Does the site comprise previously developed land?	A significant area of Northstowe comprises previously developed land.
3c. Is the site within or in close proximity to a valued area?	No There is a Conservation Area in Longstanton. There are designations within the site such as Public Rights of Way or Tree Preservation Orders, but an appropriate site could be identified through masterplanning to avoid harm to these designations.
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A
Tier 1 Conclusion	Northstowe is second in the development sequence of the Core Strategy DPD. The site has already been allocated for development. Sites within or close to the edge of this major development, so long as they are not located in the Green Belt, would have good access to the services and facilities planned for the new town.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Through masterplanning sites can be designed and located with appropriate vehicular access.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Through masterplanning sites can be designed and located with appropriate vehicular access.

<p>1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?</p>	<p>Through masterplanning sites can be designed and located with appropriate pedestrian and cycle access. The Area Action Plan requires a dedicated network of highly accessible, segregated, high quality, safe, direct, connected and convenient rights of way.</p>
<p>1d. Access to a public transport node available via a safe walking or cycle route:</p>	<p>The Area Action Plan requires that all development will be within 600m easy walking distance of a stop on the dedicated local busway or within 400m walking distance of other local bus stops.</p> <p>The exact distance would depend on masterplanning and the identification of suitable sites.</p>
<p>1e. The nearest public transport node provides what quality?</p>	<p>The Northstowe Area Action Plan aims to achieve a high quality public transport service.</p>
<p>2. Site Infrastructure</p>	
<p>2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?</p>	<p>Yes Provision of infrastructure will be required to serve the new town.</p>
<p>2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)</p>	<p>No known issues.</p>
<p>3. Local Area Infrastructure</p>	
<p>3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?</p>	<p>Yes</p>
<p>3b. If Yes, what is the total number of other pitches?</p>	<p>4 pitches with temporary planning consent south of Rampton.</p>
<p>3c. Does the maximum capacity of the site reflect the settlement hierarchy?</p>	<p>Yes Northstowe - 30 pitches per scheme</p>
<p>3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?</p>	<p>New infrastructure will be planned for the new town. Provision could take account of the needs of Gypsy and Traveller sites.</p>
<p>Tier 2 Conclusion</p>	<p>Infrastructure provision for Traveller sites could be planned up front as part of meeting the needs of the whole new town. It should be possible to integrate a site appropriately with the development through masterplanning to ensure appropriate infrastructure is available.</p> <p>The Area Action Plans requirements of Northstowe to be a sustainable development</p>

	mean that a Travellers site would have good access to public transport, and cycling and pedestrian access to the nearest centre.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate sites within or close to the edge of the development.
1c. Impact on amenity of potential site from surrounding land uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate sites within or close to the edge of the development.
1d. Impact on local character/appearance	Depends on masterplanning. Appropriate design of the development could be used to integrate sites within or close to the edge of the development.
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	N/A
<i>Food Shop</i>	N/A
<i>Medical Centre</i>	N/A
Other Amenities:	
<i>Children's Play Area</i>	N/A
<i>Secondary School</i>	N/A
<i>Postal Facility</i>	N/A
<i>Bank/Cash Point</i>	N/A
<i>Pharmacy</i>	N/A
<i>Leisure/Recreation Centre</i>	N/A
<i>Community Centre</i>	N/A
<i>Public House</i>	N/A
<i>Outdoor open access public area</i>	N/A
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	Depends on masterplanning. A major development of the scale of Northstowe is likely to have all of these facilities. Access will depend on the location of the sites in relation to the facilities.
2c. Access to children's playspace or potential for provision on site	Exact distance to a children's playspace would depend on masterplanning of the major development. Open space standards in the Area Action Plan require accessible provision.

3. Deliverability	
3a. Timing of potential delivery	Northstowe is anticipated to deliver a significant amount of development before 2016, and to continue to develop up to 2021 and beyond. There may therefore be potential for site provision in both the 2011 to 2016 and the 2016 to 2021 periods.
3b. Land Ownership	In private ownership, potential for delivery as part of major development.
3c. Notional Costings	Cost of Securing Site/Land Value: 2 Cost of Demolition/Clearing: 1 Cost of Road Layout: 1 Cost of Utility Connection: 2 Cost of Landscaping: 1 Cost of Mitigation: 1 Total Cost: 8
Tier 3 Conclusion	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 sites within or close to the edge of the development. With regard to the notional costings, as this is an entirely new development new infrastructure such as roads and utilities will be required. However, this will be required for the whole major development, and additional costs of including provision for Gypsy and Traveller sites will be reduced.

Site Assessment

The Northstowe Area Action Plan 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.

Conclusion: Site option for consultation.

SITE 7 - CAMBOURNE (CAMBOURNE)	
Site Number	7
Location	Cambourne
Site Name / Address	Cambourne
Site Size	New village comprising approximately 413 ha.
Current land use	A large part of Cambourne is already developed. The remainder largely comprises former agricultural land.
Number of Pitches	10 pitches
Site Description & Context	<p>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.</p> <p>Cambourne was originally anticipated to provide approximately 3,000 dwellings with a 10% reserve. 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, but has yet to be determined.</p> <p>The majority of the areas that remain undeveloped are in Great and Upper Cambourne on the east side of the village.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cambourne village centre
1b. Stage in development sequence	Rural Centre
1c. Distance to edge of nearest settlement	Location depends on masterplanning. A site may be within the built up area or close to the edge of the village.
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Cambourne has two primary schools. Whilst the exact location depends on masterplanning, a site is likely to be within walking distance.
2b. Is the site within 2,000 metres of a doctors surgery?	There is a doctors surgery in the village centre. Whilst the exact location depends on masterplanning, a site is likely to be within walking distance.
2c. Is the site within 2,000 metres of a food shop?	There is a food shop in the village centre. Whilst the exact location depends on masterplanning, a site is likely to be within walking distance.

3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	There are designations within the site such as Public Rights of Way or Tree Preservation Orders, but an appropriate site could be identified through masterplanning to avoid harm to these designations.
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A
Tier 1 Conclusion	A site within or close to the edge of this major development would have good access to the services and facilities of this new village.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Through masterplanning a site can be designed and located with appropriate vehicular access.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Through masterplanning a site can be designed and located with appropriate vehicular access.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Through masterplanning a site can be designed and located with appropriate pedestrian and cycle access.
1d. Access to a public transport node available via a safe walking or cycle route:	The village has good cycling and walking access, and new parts of the village will be required to continue this approach. The exact distance to a public transport node would depend on masterplanning and the identification of a suitable site.

1e. The nearest public transport node provides what quality?	Half-hourly Public Transport service available. The village is served by good quality public transport, providing 3 buses per hour to Cambridge.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Provision of infrastructure will be required to serve the remaining development of Cambourne.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Rural Centre - 30 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	The new village is being planned to accommodate infrastructure commensurate with a Rural Centre, sufficient to accommodate growth.
Tier 2 Conclusion	It should be possible to integrate a site appropriately with the development through masterplanning and design to ensure appropriate infrastructure is available.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or close to the edge of the development.
1c. Impact on amenity of potential site from surrounding land uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or close to the edge of the development.

1d. Impact on local character/appearance	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or close to the edge of the development.
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	N/A
<i>Food Shop</i>	N/A
<i>Medical Centre</i>	N/A
Other Amenities:	
<i>Children's Play Area</i>	N/A
<i>Secondary School</i>	N/A
<i>Postal Facility</i>	N/A
<i>Bank/Cash Point</i>	N/A
<i>Pharmacy</i>	N/A
<i>Leisure/Recreation Centre</i>	N/A
<i>Community Centre</i>	N/A
<i>Public House</i>	N/A
<i>Outdoor open access public area</i>	N/A
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	Depends on masterplanning. The majority of facilities listed above are already located in the village of Cambourne. Others, such as a secondary school are currently located outside the village, although the County Council is progressing plans for a new secondary school at Cambourne.
2c. Access to children's playspace or potential for provision on site	Exact distance to a children's playspace would depend on the location of the site and the masterplanning of the surrounding development. Open space standards in the Local Development Framework require accessible provision.
3. Deliverability	
3a. Timing of potential delivery	The planned development at Cambourne is likely to be completed by 2016. A site could therefore be delivered within this period.
3b. Land Ownership	In private ownership, potential for delivery as part of major development.
3c. Notional Costings	Cost of Securing Site/Land Value: 2 Cost of Demolition/Clearing: 0 Cost of Road Layout: 1 Cost of Utility Connection: 2 Cost of Landscaping: 1 Cost of Mitigation: 1 Total Cost: 7

Tier 3 Conclusion	<p>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 a site within or close to the edge of the development.</p> <p>With regard to the notional costings, as this is a new development new infrastructure such as roads and utilities will be required to serve the development as a whole. Additional costs of including provision for a Gypsy and Traveller site will be reduced.</p>
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Site 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.

Conclusion: Site option for consultation.

SITE 8 - IDA DARWIN HOSPITAL SITE (FULBOURN)	
Site Number	8
Location	Fulbourn
Site Name / Address	Ida Darwin Hospital Site
Site Size	Major Developed Site comprises 14.1 ha
Current land use	Currently in use as a hospital.
Number of Pitches	5 pitches
Site Description & Context	<p>The site currently comprises buildings and infrastructure in use as a hospital.</p> <p>The site is already designated as a Major Developed Site in the Green Belt. This provides some flexibility for redevelopment. The site is designated as a Major Developed Site in the Green Belt. This provides some flexibility for redevelopment. It is proposed to specify in policy that the Ida Darwin site is suitable for residential development of approximately 250 to 275 dwellings, through the Site Specific Policies DPD. This 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 site would remain a Major Developed Site in the Green Belt.</p> <p>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, with the remainder of the site being open space.</p> <p>The site lies between Fulbourn and Cherry Hinton. It adjoins residential development to the east, and the Fulbourn Hospital site to the west. To the north and south are open agricultural fields.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Fulbourn
1b. Stage in development sequence	Rural Centre - the site is identified as a Major Developed Site in the Green Belt where residential development is appropriate, subject to the conclusions of the Site Specific Policies DPD Inspectors. The site benefits from location close to Cambridge and adjacent to a Rural Centre.
1c. Distance to edge of nearest settlement	The location of Gypsy and Traveller provision would depend on masterplanning and design of the overall development. However, the whole of the site is within 1,000m of the village framework of Fulbourn.
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes Distance depends on the exact location of the site which would be determined through masterplanning. Fulbourn Primary School is around 1,100m from the site.
2b. Is the site within 2,000 metres of a doctors surgery?	Yes Distance depends on the exact location of the site which would be determined through masterplanning. Fulbourn Health centre is around 1,000m from the site.
2c. Is the site within 2,000 metres of a food shop?	Yes Distance depends on the exact location of the site which would be determined through masterplanning.
3. Environmental Constraints	
3a. Is the site within the Green Belt?	Yes, however, the designation of Ida Darwin Hospital as a Major Developed Site in the Green Belt means there may be potential for redevelopment of the site consistent with Policy GB/4 of the Development Control Policies DPD and the Council's proposed policy for inclusion in the Site Specific Policies DPD would make clear the site is suitable for residential use, subject to the binding recommendations of the examination Inspectors, expected end of July 2009.
3b. Does the site comprise previously developed land?	Yes

<p>3c. Is the site within or in close proximity to a valued area?</p>	<p>Yes The site is located to the immediate south of a Roman settlement considered to be of national importance and subject to statutory designation (Scheduled Monument 95). Further evidence of Iron Age and Roman settlements is known to the east of the Scheduled Monument (HER 10240) and the settlement area is likely to extend into the proposed development area.</p> <p>The site is located on a major aquifer.</p>
<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>Yes The site is bounded to the north by a railway line and there appears to have been a landfill site to west of site. These are potential sources of land contamination. In addition due to the historical use as a hospital contaminated land is a material consideration.</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>Issues would need to be addressed through the planning application process for the residential redevelopment of the site.</p> <p>Given the previously developed nature of the site County Council Archaeology Service would not object to its allocation for redevelopment subject to appropriate investigation.</p> <p>The site would need to be subject to a Flood Risk Assessment to consider the impact of groundwater. Site design would need to be sympathetic to the underlying geology.</p> <p>The site will require investigation and remedial action as necessary so that land is suitable for use in accordance with PPS23: Planning and Pollution Control and associated British Standards / guidance.</p>
<p>Tier 1 Conclusion</p>	<p>This brownfield site is located on the edge of a Rural Centre. Although located in the Green Belt, it has been designated as a Major Developed Site, which means there is potential for redevelopment. The site has been proposed for residential development through the Site Specific Policies DPD. The development would take the form of residential development on the eastern part of the site and the creation of new open space on the western part of the site. Whilst the site lies in the Green Belt, as a Major Development Site identified as suitable for residential development, it is considered appropriate that the development include provision for Gypsies and Travellers. However, it would not be appropriate for a site to</p>

	<p>be located in the Green Belt outside the Major Developed Site in the Green Belt.</p> <p>Part of the Major Developed Site could be used to accommodate Gypsy and Traveller pitches. The site option proposes 5 pitches recognising that the scale of this development is smaller than some of the other major developments planned in the district.</p> <p>There are issues regarding potential land contamination and archaeology, but these could be resolved through the planning application process for the wider site. Site design would also need to take account of its position on an aquifer.</p>
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Through masterplanning a site can be designed and located with appropriate vehicular access.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Through masterplanning a site can be designed and located with appropriate vehicular access.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Through masterplanning a site can be designed and located with appropriate pedestrian and cycle access.
1d. Access to a public transport node available via a safe walking or cycle route:	<p>There is a bus stop on the edge of the site.</p> <p>The exact distance would depend on masterplanning and the identification of a suitable site.</p>
1e. The nearest public transport node provides what quality?	<p>Half-hourly Public Transport service available</p> <p>Mon- Sat: every 20 minutes between 6.45am - 7.07pm, hourly in the evenings. Half-hourly between 8.51am - 12.35am on Sundays. There is already a good quality bus service that runs past the site to Cambridge.</p>

2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes There is existing infrastructure to serve the hospital site, and provision of infrastructure will be required to serve the new residential development.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Rural Centre - 30 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	New infrastructure will be planned for this new development including education infrastructure, and the site will also have good access to services and facilities in the City of Cambridge and also to those in Fulbourn village to the east.
Tier 2 Conclusion	Infrastructure provision for a Travellers site could be planned up front as part of meeting the needs of the whole new development. It should be possible to integrate a site appropriately with the development through masterplanning to ensure appropriate site infrastructure is available. The location of the hospital site means that there would be access to a good quality public transport service to Cambridge.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	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.

1b. Impact on amenity of surrounding existing uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or at the edge of the development.
1c. Impact on amenity of potential site from surrounding land uses.	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or at the edge of the development.
1d. Impact on local character/appearance	Depends on masterplanning. Appropriate design of the development could be used to integrate a site within or at the edge of the development. Design will need to take account of the location in the Green Belt.
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	N/A
<i>Food Shop</i>	N/A
<i>Medical Centre</i>	N/A
Other Amenities:	
<i>Children's Play Area</i>	N/A
<i>Secondary School</i>	N/A
<i>Postal Facility</i>	N/A
<i>Bank/Cash Point</i>	N/A
<i>Pharmacy</i>	N/A
<i>Leisure/Recreation Centre</i>	N/A
<i>Community Centre</i>	N/A
<i>Public House</i>	N/A
<i>Outdoor open access public area</i>	N/A
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	Distances would depend on the exact location of Gypsy and Traveller provision within the site, which would be determined through masterplanning of the site. The close relationship of the site with the village of Fulbourn means that a site would have good access to most of these services and facilities.
2c. Access to children's playspace or potential for provision on site	Exact distance to a children's playspace would depend on masterplanning of the major development. Open space provision would be required in the site to meet the needs of new residents.
3. Deliverability	
3a. Timing of potential delivery	Delivery of a site would depend on masterplanning and phasing of the development. The majority of the site is likely to be redeveloped by 2016, and the remaining stages by 2021. There is therefore potential for a Travellers site to be delivered by 2016.
3b. Land Ownership	In ownership of Cambridgeshire & Peterborough Mental Health Trust. Potential for delivery as part of major development.

<p>3c. Notional Costings</p>	<p>Cost of Securing Site/Land Value: 1 Cost of Demolition/Clearing: 1 Cost of Road Layout: 1 Cost of Utility Connection: 2 Cost of Landscaping: 1 Cost of Mitigation: 1 Total Cost: 7</p>
<p>Tier 3 Conclusion</p>	<p>Design and impact, and access to services and facilities will depend to a great extent on masterplanning, and the exact location of Gypsy and Traveller provision. Appropriate design could be used to integrate a site within or on the edge of the development. With regard to the notional costings, as this is a redevelopment of existing low density hospital use for residential use, new infrastructure such as roads and upgraded utilities will be required and potentially remediation of any land contamination. However, this will be required for the whole major development, and additional costs of including provision for a Gypsy and Traveller site will be limited.</p> <p>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.</p>

Site 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.

Conclusion: Site option for consultation.

SITE 9 - GRANGE PARK, FOXES MEADOW, IRAM DROVE (OFF PRIEST LANE) (WILLINGHAM)	
Site Number	9
Location	Willingham
Site Name / Address	Grange Park, Foxes Meadow, Iram Drove (off Priest Lane)
Site Size	0.23 ha
Current land use	Gypsy and Traveller site with temporary planning consent for 1 pitch for named occupier
Number of Pitches	1 pitch
Site Description & Context	<p>The site lies at the junction of the Bedfordshire and Cambridgeshire Claylands and The Fens Landscape Character Areas although the wide, flat fenland landscape is dominant. Between the site and the edge of Willingham village Priest Lane is thickly screened with high hedges and belts of young woodland, but these end approximately 75m short of the site. To the west and south the site is surrounded by a series of small, regularly shaped fields and paddocks reflecting a village edge character, separated by good hedges. To the north and east the landscape is open and the fields far larger and bounded by wet ditches with occasional trees or short stretches of hedgerow.</p> <p>The site is used as a single large pitch for one family, although it is physically divided into 3 areas by internal fences. The temporary consent allows the siting of 4 mobile homes, 4 transit caravans and 3 toilet blocks. Outside the site boundary there are stable buildings to the rear. There is also an area including a workshop and sheds to the south-east.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	260m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes

3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No Although the site is currently in use, conditions require removal of caravans and buildings associated with the use when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes Priest Lane does include some residential development on the route out of the village, but the traffic impact of a small site would be low.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however road is lightly travelled and safely shared with pedestrians.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 495m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.

2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Site is currently served by onsite foul water drainage measures, and is 275m from a sewer. Site has electricity and water supply.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	5 authorised pitches and 1 emergency stopping place pitch. In addition there are 10 other pitches with temporary planning permission, 1 unauthorised pitch, and one pitch occupied pending a planning appeal (all of which have been tested in this document)
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	No harmful impact. 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 Primary Care Trust indicates that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.
Tier 2 Conclusion	Appropriate transport infrastructure is available, including access to public transport and cycling or walking access to the village. With regard to infrastructure in the local area, there are a number of pitches in the area already, but their needs are being met.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	<i>Low Impact</i> - The site is already occupied. There is limited impact on the amenity of surrounding uses as the site is surrounded by open fields. There could be some impact from traffic generated passing residential development, but the amount of traffic generated by a development of this scale would be small.
1c. Impact on amenity of potential site from surrounding land uses.	<i>Low Impact</i> - The site has a rural setting. There are some agricultural style buildings on the adjoining land.
1d. Impact on local character/appearance	<p>Although screened from the east and south, the Grange Park and Foxes Meadow site has a <i>high impact</i> on the landscape due to the 'urban' frontage featuring high railings and gates, and the large areas of conifer planting. The equipment shelter on land adjoining the site (not part of the pitch) is the most prominent feature in the area.</p> <p>If shelterbelts are planted native species should be used in preference to conifers. Although the conifer planting does offer some screening and privacy, the regular, dense and blocks of dark foliage do appear incongruous in the landscape. These could be broken up by areas of native planting featuring some large tree species such as Oak, Ash, Willow and Poplar. The frontage to the site should be softened with planting to allow a smoother transition between the rural edge of Willingham and the open landscape beyond. Within the site some tree planting at selected locations could offer some shade and help to soften the development as a whole.</p> <p>Therefore appropriate design and landscaping could reduce the impact of the actual pitch to a lower impact.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,135m
<i>Food Shop</i>	630m
<i>Medical Centre</i>	920m
Other Amenities:	
<i>Children's Play Area</i>	1,140m
<i>Secondary School</i>	7,065m
<i>Postal Facility</i>	1,105m

<i>Bank/Cash Point</i>	1,075m (bank)
<i>Pharmacy</i>	920m
<i>Leisure/Recreation Centre</i>	4,975m
<i>Community Centre</i>	1,140m
<i>Public House</i>	545m
<i>Outdoor open access public area</i>	1,040m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m. Due to the scale of the site there is limited potential for on site provision.
3. Deliverability	
3a. Timing of potential delivery	Allocation of the existing site with temporary planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The site has good access to the services and facilities of Willingham. It has a largely rural setting. Impact on surrounding land uses from the allocation of the site would be limited. Impact on the wider landscape is primarily caused by the nature of the frontage of the site, which could be addressed by further landscaping.

Site 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.

The site is already meeting Gypsy and Traveller needs and is a suitable option for consultation.

Currently at Willingham there are:

- 5 authorised pitches;
- 1 Emergency Stopping Place pitch on the former Local Authority site on Meadow Road;
- 11 pitches with temporary planning permission, 10 are included as site options (sites 9, 10, 12, 13, 16, 17), 1 as a rejected option (Site R21);
- 1 unauthorised pitch (site option 15);
- 1 pitch occupied pending a planning appeal (site option 11).

Conclusion: Site option for consultation.

SITE 10 - PLOT 1 & 2, CADWIN LANE, SCHOLE ROAD (WILLINGHAM)	
Site Number	10
Location	Willingham
Site Name / Address	Plot 1 & 2, Cadwin Lane, Schole Road
Site Size	0.14 ha (0.07 ha per pitch)
Current land use	Gypsy and Traveller site with temporary planning consent for 2 pitches
Number of Pitches	2 pitches
Site Description & Context	<p>Schole Road is an area of generally flat primarily agricultural land to the east of Willingham. Site 10 is sited behind the building known as The Barns fronting onto Schole Road. An existing permanent Gypsy and Traveller site for a named occupier is located to the west of The Barns, also fronting onto Schole Road. The site is accessed from Cadwin Lane which runs roughly north to south. The site lies to the west of Cadwin Lane.</p> <p>The two pitches on site 10 currently benefit from temporary planning consent, each allowing for the siting of 2 caravans. There are conifer tree belts along the eastern and western boundary, which screen the site from the wider countryside.</p> <p>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.</p> <p>To the west, between the site and the village framework the area features large narrow gardens and small paddocks. There are a number of dwellings on Schole Road leading up to the site. There are also two authorised Gypsy and Traveller pitches for named occupiers on the north of Schole Road, opposite the Cadwin Lane site. Two sites options (including one that currently benefits from temporary planning permission) set back from the road to the rear of these sites have been tested and identified as rejected options (see sites 13 and 14).</p> <p>Further to the east the character begins to change to one of large fenland fields separated by sparse hedgerows and wet ditches – however the hedges</p>

	and occasional groups of trees do combine to give the impression of a vegetated horizon. Several stands of mature conifers are also significant in the wider area.
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TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	190m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No Although the site is currently in use, conditions require removal of caravans and equipment associated with the use when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	Schole Road is a Public Right of Way (bridleway)
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	The site does not detract from the use of the bridleway.
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints. The site does not detract from the use of the Schole Road bridleway.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes Although Schole Road is not a distributor road and does pass a number of dwellings that front onto the road.

1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however road is lightly travelled and safely shared with pedestrians.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 695m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Site is currently served by onsite foul water drainage measures. The site is 250m from a sewer. Site has electricity and water supply.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	5 authorised pitches In addition there are 8 other pitches with temporary planning permission, and 1 unauthorised pitch, and one pitch occupied pending a planning appeal (all of which have been tested in this document)
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme Combined with other adjoining options for consultation (sites 11 and 12), and the existing permanent site south of Schole Road, it could form part of a contiguous group of 7 pitches.

<p>3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?</p>	<p>Cambridgeshire County Council Education Service indicate that the needs of the current temporary consented sites in Willingham are already being met by local schools.</p> <p>The Primary Care Trust indicate that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.</p>
<p>Tier 2 Conclusion</p>	<p>Transport infrastructure is available, including access to public transport and cycling or walking access to the village. The needs of these existing pitches are already being met by local facilities.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 3

1. Design and Impact	
<p>1a. Impact on designations listed section 3 of Tier 1</p>	<p>The site does not detract from the use of the bridleway.</p>
<p>1b. Impact on amenity of surrounding existing uses.</p>	<p><i>Low Impact</i> - The site is already occupied. There is limited impact on the amenity of surrounding uses. Road access passes existing dwellings, although the number journeys generated is likely to be relatively small.</p>
<p>1c. Impact on amenity of potential site from surrounding land uses.</p>	<p><i>None</i> - The site has a rural setting. It adjoins an existing authorised pitch, and the property known as The Barns.</p>
<p>1d. Impact on local character/appearance</p>	<p>Generally the pitches have a <i>low impact</i> on the wider landscape. Schole Road features strong hedges. These are predominantly of native species but the east and western boundaries of the Cadwin Lane pitches feature substantial numbers of mature conifers. These limit wider views. The site sits within the area of village edge character of smaller field patterns, hedge rows and orchards between Schole Road and Rampton Road. Further east along Schole Road the landscape becomes more open with the transition to an open Fen character.</p> <p>The development of a row of pitches away from the road frontage is not typical of the character of the village or the surrounding area, which tends to comprise long plots with development on the road frontage.</p> <p>If the site were allocated all boundaries both within and around the site would require attention. Around the site planting of appropriate fenland trees such as Poplar (including Black Poplar) Willows, Alder and Ash, together with hedgerow</p>

	<p>species could help to reduce the impact of the conifers and eventually form shelterbelts to replace them. Within the site, planting to add structure, define plots and provide some privacy and shade is needed. This would again be based on native hedgerow species plus suitable ornamental trees. This would then better reflect the local landscape character.</p> <p>On balance, whilst the line of pitches is not a typical form of development, the existing mature tree belts do mitigate any wider impacts, and could be enhanced to better reflect local landscape character such that it is a suitable option for consultation.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,070m
<i>Food Shop</i>	1,130m
<i>Medical Centre</i>	855m
Other Amenities:	
<i>Children's Play Area</i>	1,640m
<i>Secondary School</i>	6,335m
<i>Postal Facility</i>	1,610m
<i>Bank/Cash Point</i>	1,580m (bank)
<i>Pharmacy</i>	855m
<i>Leisure/Recreation Centre</i>	5,030m
<i>Community Centre</i>	1,640m
<i>Public House</i>	1,130m
<i>Outdoor open access public area</i>	1,530m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m The nearest play area is within the village of Willingham. The site is small and there is limited potential for provision on site (although the site could include a small area of open space).
3. Deliverability	
3a. Timing of potential delivery	Allocation of the existing sites with temporary planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1

	Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The site lies behind existing development which fronts onto Schole Road. The existing trees and hedges mean that the existing single line of pitches has a low impact on the wider landscape, although there is potential for significant improvement through the use of native species as opposed to conifers. The site has good access to the services and facilities of Willingham.

Site 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.

The site is already meeting Gypsy and Traveller needs and is a suitable option for allocation.

Currently at Willingham there are:

- 5 authorised pitches;
- 1 Emergency Stopping Place pitch on the former Local Authority site on Meadow Road;
- 11 pitches with temporary planning permission, 10 are included as site options (sites 9, 10, 12, 13, 16, 17), 1 as a rejected option (Site R21);
- 1 unauthorised pitch (site option 15);
- 1 pitch occupied pending a planning appeal (site option 11).

Conclusion: Site option for consultation.

SITE 11 - PLOT 3 & 4, CADWIN LANE, SCHOLE ROAD (WILLINGHAM)	
Site Number	11
Location	Willingham
Site Name / Address	Plot 3 & 4, Cadwin Lane, Schole Road
Site Size	0.15 ha (plot 3 = 0.07 ha; plot 4 = 0.08 ha)
Current land use	Vacant land (Plot 3 has been used as Gypsy Traveller site, and is occupied pending a planning appeal).
Number of Pitches	2 pitches
Site Description & Context	<p>Schole Road is an area of generally flat primarily agricultural land to the east of Willingham. Site 10 is sited behind the building known as The Barns fronting onto Schole Road. An existing permanent Gypsy and Traveller site for a named occupier is located to the west of The Barns, also fronting onto Schole Road. The site is accessed from Cadwin Lane which runs roughly north to south. The site lies to the west of Cadwin Lane.</p> <p>Part of the site is currently occupied, pending a planning appeal. The remainder of the site is vacant. There are conifer tree belts along the eastern and western boundary, which screen the site from the wider countryside.</p> <p>Cadwin Lane includes two other sites to the north and south of site 11 that have also been tested and identified as site options (see sites 10 and 12). These form a line of Gypsy and Traveller sites running south from Schole Road, along the west side of Cadwin Lane.</p> <p>To the west, between the site and the village framework the area features large narrow gardens and small paddocks. There are a number of dwellings on Schole Road leading up to the site. There are also two authorised Gypsy and Traveller pitches for named occupiers on the north of Schole Road, opposite the Cadwin Lane site. Two sites options (including one that currently benefits from temporary planning permission) set back from the road to the rear of these sites have been tested and identified as rejected options (see sites R21 and R22).</p> <p>Further to the east the character begins to change to one of large fenland fields separated by sparse</p>

	hedgerows and wet ditches – however the hedges and occasional groups of trees do combine to give the impression of a vegetated horizon. Several stands of mature conifers are also significant in the wider area.
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TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	210m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	Schole Road is a Public Right of Way (bridleway)
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	The site would not detract from the use of the bridleway.
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints. The site does not detract from the use of the Schole Road bridleway.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes Although Schole Road is not a distributor road and does pass a number of dwellings that front onto the road.

1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however road is lightly travelled and safely shared with pedestrians.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 755m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Adjoining sites are currently served by onsite foul water drainage measures. The site is 275m from a sewer. Adjoining sites have electricity and water supply.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	5 authorised pitches (3 on Schole Road and 2 on Meadow Road). In addition there are 10 pitches with temporary planning permission, and 1 unauthorised pitch all of which have been tested in this document)
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme Combined with other adjoining options for consultation (sites 10 and 12), and the existing permanent site south of Schole Road, it could form part of a contiguous group of 7 pitches.
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	Cambridgeshire County Council Education Service indicate that were additional sites over and above the permanent and temporary permissions currently in place to be developed in Willingham they currently would not be able to accommodate

	<p>the children at their local primary school and would therefore have to transport these children to the nearest available school. This would be highly undesirable. This site does not have temporary planning consent and whilst it is occupied in traveller use, it would be a new site in planning terms.</p> <p>When placing Traveller pupils in schools, Cambridgeshire County Council wherever possible endeavours to ensure that siblings are not separated. An expansion of the primary school is planned in 2010 to address current demand in the catchment and forecast demand rather than to accommodate further growth. In determining any planning application for this new site, it would need to be identified whether there was sufficient capacity in local schools at that time to meet the needs of the site.</p> <p>The Primary Care Trust indicates that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.</p>
Tier 2 Conclusion	<p>Appropriate transport infrastructure is available, including access to public transport and cycling or walking access to the village. With regard to infrastructure in the local area, the primary school has reached full capacity, and plans are being drawn up by Cambridgeshire County Council to increase capacity. The earliest date this would be available would be September 2010. Until capacity was available there would be problems accommodating additional pupils. It would therefore be important that if this option is selected it is only developed when local school accommodation is available.</p>
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	The site would not detract from the use of the bridleway.
1b. Impact on amenity of surrounding existing uses.	<i>Low Impact</i> - The site is already occupied. There is limited impact on the amenity of surrounding uses. Road access passes existing dwellings, although the number journeys generated is likely to be relatively small.
1c. Impact on amenity of potential site from surrounding land uses.	<i>None</i> - The site has a rural setting. It adjoins agricultural land and land used as a Gypsy and Traveller site.

<p>1d. Impact on local character/appearance</p>	<p>Generally the pitches have a <i>low impact</i> on the wider landscape. Schole Road features strong hedges. These are predominantly of native species but the east and western boundaries of the Cadwin Lane pitches feature substantial numbers of mature conifers. These limit wider views. The site sits within the area of village edge character of smaller field patterns, hedge rows and orchards between Schole Road and Rampton Road. Further east along Schole Road the landscape becomes more open with the transition to an open Fen character.</p> <p>The development of a row of pitches away from the road frontage is not typical of the character of the village or the surrounding area, which tends to comprise long plots with development on the road frontage.</p> <p>If the site were allocated all boundaries both within and around the site would require attention. Around the site planting of appropriate fenland trees such as Poplar (including Black Poplar) Willows, Alder and Ash, together with hedgerow species could help to reduce the impact of the conifers and eventually form shelterbelts to replace them. Within the site, planting to add structure, define plots and provide some privacy and shade is needed. This would again be based on native hedgerow species plus suitable ornamental trees. This would then better reflect the local landscape character.</p> <p>On balance, whilst the line of pitches is not a typical form of development, the existing mature tree belts do mitigate any wider impacts, and could be enhanced to better reflect local landscape character such that it is a suitable option for consultation.</p>
<p>2. Access to other facilities</p>	
<p>2a. Actual walking distance to local services / amenities</p>	
<p>Key Amenities:</p>	
<p><i>Primary School</i></p>	<p>1,130m</p>
<p><i>Food Shop</i></p>	<p>1,190m</p>
<p><i>Medical Centre</i></p>	<p>915m</p>
<p>Other Amenities:</p>	
<p><i>Children's Play Area</i></p>	<p>1,700m</p>
<p><i>Secondary School</i></p>	<p>6,395m</p>
<p><i>Postal Facility</i></p>	<p>1,670m</p>

<i>Bank/Cash Point</i>	1,640m (bank)
<i>Pharmacy</i>	915m
<i>Leisure/Recreation Centre</i>	5,090m
<i>Community Centre</i>	1,700m
<i>Public House</i>	1,190m
<i>Outdoor open access public area</i>	1,685m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m The nearest play area is within the village of Willingham. The site is small and there is limited potential for provision on site (although the site could include a small area of open space).
3. Deliverability	
3a. Timing of potential delivery	Due to infrastructure availability if the site were allocated it would be appropriate to phase development to insure adequate infrastructure was available to meet needs generated. Therefore it could contribute to longer-term growth in the 2011 to 2016 period.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The site lies behind existing development which fronts onto Schole Road. The existing trees and hedges mean that the existing single line of pitches has a low impact on the wider landscape, although there is potential for significant improvement through the use of native species as opposed to conifers. The site has good access to the services and facilities of Willingham.

Site 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.

The site is a suitable option for allocation, and would be a logical infill development if the adjoining sites to the north and south were selected.

Currently at Willingham there are:

- 5 authorised pitches;
- 1 Emergency Stopping Place pitch on the former Local Authority site on Meadow Road;
- 11 pitches with temporary planning permission, 10 are included as site options (sites 9, 10, 12, 13, 16, 17), 1 as a rejected option (Site R21);
- 1 unauthorised pitch (site option 15);
- 1 pitch occupied pending a planning appeal (site option 11).

Conclusion: Site option for consultation.

SITE 12 - PLOTS 5 & 6, CADWIN LANE, SCHOLE ROAD (WILLINGHAM)	
Site Number	12
Location	Willingham
Site Name / Address	Plots 5 & 6, Cadwin Lane, Schole Road
Site Size	0.21 ha (plot 5 = 0.07 ha; plot 6 = 0.14 ha)
Current land use	Gypsy and Traveller site with temporary planning consent for 2 pitches (one for named occupier)
Number of Pitches	2 pitches
Site Description & Context	<p>Schole Road is an area of generally flat primarily agricultural land to the east of Willingham. Site 10 is sited behind the building known as The Barns fronting onto Schole Road. An existing permanent Gypsy and Traveller site for a named occupier is located to the west of The Barns, also fronting onto Schole Road. The site is accessed from Cadwin Lane which runs roughly north to south. The site lies to the west of Cadwin Lane.</p> <p>The two pitches currently benefit from temporary planning consent, each allowing for the siting of 2 caravans. The remainder of the site is vacant. There are conifer tree belts along the eastern and western boundary, which screen the site from the wider countryside.</p> <p>Cadwin Lane includes two other sites to the north of site 12 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.</p> <p>To the west, between the site and the village framework the area features large narrow gardens and small paddocks. There are a number of dwellings on Schole Road leading up to the site. There are also two authorised Gypsy and Traveller pitches for named occupiers on the north of Schole Road, opposite the Cadwin Lane site. Two sites options (including one that currently benefits from temporary planning permission) set back from the road to the rear of these sites have been tested and identified as rejected options (see sites R21 and R22).</p> <p>Further to the east the character begins to change to one of large fenland fields separated by sparse</p>

	hedgerows and wet ditches – however the hedges and occasional groups of trees do combine to give the impression of a vegetated horizon. Several stands of mature conifers are also significant in the wider area.
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TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	245m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No Although the site is currently in use, conditions require removal of caravans and equipment associated with the use when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	Schole Road is a Public Right of Way (bridleway)
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	The site does not detract from the use of the bridleway.
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints. The site does not detract from the use of the Schole Road bridleway.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes Although Schole Road is not a distributor road and does pass a number of dwellings that front onto the road.

1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however road is lightly travelled and safely shared with pedestrians.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 790m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Site is currently served by onsite foul water drainage measures. The site is 470m from a sewer. Site has electricity and water supply.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	5 authorised pitches In addition there are 8 other pitches with temporary planning permission, 1 unauthorised pitch, and one pitch occupied pending a planning appeal (all of which have been tested in this document)
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme Combined with other adjoining options for consultation (sites 10 and 11), and the existing permanent site south of Schole Road, it could form part of a contiguous group of 7 pitches.

<p>3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?</p>	<p>No harmful impact.</p> <p>Cambridgeshire County Council Education Service indicate that the needs of the current temporary consented sites in Willingham are already being met by local schools.</p> <p>The Primary Care Trust indicate that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.</p>
<p>Tier 2 Conclusion</p>	<p>Transport infrastructure is available, including access to public transport and cycling or walking access to the village. The needs of these existing pitches are already being met by local facilities.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 3

<p>1. Design and Impact</p>	
<p>1a. Impact on designations listed section 3 of Tier 1</p>	<p>The site does not detract from the use of the bridleway.</p>
<p>1b. Impact on amenity of surrounding existing uses.</p>	<p><i>Low Impact</i> - The site is already occupied. There is limited impact on the amenity of surrounding uses. Road access passes existing dwellings, although the number journeys generated is likely to be relatively small.</p>
<p>1c. Impact on amenity of potential site from surrounding land uses.</p>	<p><i>None</i> - The site has a rural setting. It adjoins agricultural land and to the rear of other Gypsy and Traveller pitches.</p>
<p>1d. Impact on local character/appearance</p>	<p>Generally the pitches have a <i>low impact</i> on the wider landscape. Schole Road features strong hedges. These are predominantly of native species but the east and western boundaries of the Cadwin Lane pitches feature substantial numbers of mature conifers. These limit wider views. The site sits within the area of village edge character of smaller field patterns, hedge rows and orchards between Schole Road and Rampton Road. Further east along Schole Road the landscape becomes more open with the transition to an open Fen character.</p> <p>The development of a row of pitches away from the road frontage is not typical of the character of the village or the surrounding area, which tends to comprise long plots with development on the road frontage.</p> <p>If the site were allocated all boundaries both within and around the site would require attention. Around the site planting of appropriate fenland</p>

	<p>trees such as Poplar (including Black Poplar) Willows, Alder and Ash, together with hedgerow species could help to reduce the impact of the conifers and eventually form shelterbelts to replace them. Within the site, planting to add structure, define plots and provide some privacy and shade is needed. This would again be based on native hedgerow species plus suitable ornamental trees. This would then better reflect the local landscape character.</p> <p>On balance, whilst the line of pitches is not a typical form of development, the existing mature tree belts do mitigate any wider impacts, and could be enhanced to better reflect local landscape character such that it is a suitable option for consultation.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,165m
<i>Food Shop</i>	1,225m
<i>Medical Centre</i>	950m
Other Amenities:	
<i>Children's Play Area</i>	1,735m
<i>Secondary School</i>	6,430m
<i>Postal Facility</i>	1,705m
<i>Bank/Cash Point</i>	1,675m (bank)
<i>Pharmacy</i>	950m
<i>Leisure/Recreation Centre</i>	5,125m
<i>Community Centre</i>	1,735m
<i>Public House</i>	1,225m
<i>Outdoor open access public area</i>	1,625m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m Due to the small scale of the site there is limited potential to provide a play area on site (although the site could include a small area of open space).
3. Deliverability	
3a. Timing of potential delivery	Allocation of the existing sites with temporary planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.
3b. Land Ownership	In Gypsy/Traveller ownership.

<p>3c. Notional Costings</p>	<p>Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1</p>
<p>Tier 3 Conclusion</p>	<p>The site lies behind existing development which fronts onto Schole Road. The existing trees and hedges mean that the existing single line of pitches has a low impact on the wider landscape, although there is potential for significant improvement through the use of native species as opposed to conifers. The site has good access to the services and facilities of Willingham.</p>

Site 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.

The site is already meeting Gypsy and Traveller needs and is a suitable option for allocation.

Currently at Willingham there are:

- 5 authorised pitches;
- 1 Emergency Stopping Place pitch on the former Local Authority site on Meadow Road;
- 11 pitches with temporary planning permission, 10 are included as site options (sites 9, 10, 12, 13, 16, 17), 1 as a rejected option (Site R21);
- 1 unauthorised pitch (site option 15);
- 1 pitch occupied pending a planning appeal (site option 11).

Conclusion: Site option for consultation.

SITE 13 - LAND TO REAR OF LONG ACRE AND GREEN ACRES, MEADOW ROAD (WILLINGHAM)	
Site Number	13
Location	Willingham
Site Name / Address	Land to rear of Long Acre and Green Acres, Meadow Road
Site Size	0.3 ha
Current land use	Gypsy and Traveller site with temporary planning consent for 3 pitches
Number of Pitches	3 pitches
Site Description & Context	<p>The pitches with temporary planning consent on this site form part of a cluster of pitches on Meadow Road. They are accessed via gravel tracks off the south side of Meadow Road. The pitches lie behind existing authorised sites which front onto Meadow Road. Conditions on the current temporary consents vary between 2 and 4 caravans on each pitch.</p> <p>To the west the edge of Willingham village is quite urban in character, the small estate houses of Rockmill End presenting a fairly harsh edge to the village. To the north Meadow Road is well hedged on both sides from Willingham to the sites on the frontage. The existing Long Acre site is fronted by a mixture of native planting, laurel and some conspicuous conifer hedging, which extends down both east and west boundaries. To the south and west the pitches are surrounded by a mixture of regular small to medium sized fields separated by hedges and stands of poplar trees. There is little vegetation present to the internal boundaries of the pitches.</p> <p>To the east, there are large metal barns (within site 16) with little frontage planting. Beyond here to the east the vegetation cover becomes far more sparse, and the fields much larger, separated by scattered broken hedgerows and wet ditches, although even these layers of sparse vegetation and scattered stands of Poplars do combine to give a wooded skyline as they rise to the higher ground.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	250m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No Although the site is currently in use, conditions require removal of caravans and buildings associated with the use when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however road is lightly travelled and safely shared with pedestrians.

1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m Actual distance - 480m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Site is currently served by onsite foul water drainage measures. Site has electricity and water supply.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	5 authorised pitches and 1 emergency stopping place pitch. In addition there are 8 other pitches with temporary planning permission, 1 unauthorised pitch, and one pitch occupied pending a planning appeal (all of which have been tested in this document)
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme The site options for consultation (sites 13 – 16, 6 pitches), and existing permanent sites (2 pitches), could form a group of 8 pitches.
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	No harmful impact. 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 Primary Care Trust indicate that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.

Tier 2 Conclusion	Appropriate transport infrastructure is available, including access to public transport and cycling or walking access to the village. With regard to infrastructure in the local area, there are a number of pitches in the area already, but their needs are being met. No harm to local infrastructure would be likely to arise if the site was allocated.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	<i>None</i> - The site is surrounded by agricultural land and other Gypsy and Traveller pitches.
1c. Impact on amenity of potential site from surrounding land uses.	<i>None</i> - The site is surrounded by agricultural land and other Gypsy and Traveller pitches.
1d. Impact on local character/appearance	<p>The pitches have a relatively <i>low impact</i> on the surrounding landscape, being tightly grouped, fairly well screened and visually dominated by the planting to Long Acre to the north and the large metal Barns to the east.</p> <p>The pitches would benefit from further hedge planting to the east and west boundaries, together with some large hedgerow trees (Oak, Ash, Willow etc) to lessen the impact of the conifer planting. Planting along the internal boundaries of the site together with spot planting of smaller native trees would also help to integrate the site into the surrounding landscape. If shelterbelts are planted native species should be used in preference to conifers. Historically the village edges of Willingham featured extensive orchards, and so planting with an orchard character may also be appropriate around these pitches.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,365m
<i>Food Shop</i>	855m
<i>Medical Centre</i>	1,150m
Other Amenities:	
<i>Children's Play Area</i>	1,375m
<i>Secondary School</i>	7,725m
<i>Postal Facility</i>	1,340m
<i>Bank/Cash Point</i>	1,310m (bank)
<i>Pharmacy</i>	1,150m
<i>Leisure/Recreation Centre</i>	5,210m

<i>Community Centre</i>	1,375m
<i>Public House</i>	780m
<i>Outdoor open access public area</i>	1,275m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m The nearest play area is within the village of Willingham. The site is small and there is limited potential for provision on site.
3. Deliverability	
3a. Timing of potential delivery	Allocation of the existing sites with temporary planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The site has a rural setting, and is surrounded by other Gypsy and Traveller pitches of either permanent or temporary use. The allocation of the site would maintain development that extends further into the countryside to the south than the existing permanent pitches on the road frontage. However, the site is relatively compact, and additional impact is low and could be addressed by improvements to the landscaping.

Site 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.

The site is already meeting Gypsy and Traveller needs and is a suitable option for allocation.

Currently at Willingham there are:

- 5 authorised pitches;
- 1 Emergency Stopping Place pitch on the former Local Authority site on Meadow Road;
- 11 pitches with temporary planning permission, 10 are included as site options (sites 9, 10, 12, 13, 16, 17), 1 as a rejected option (Site R21);
- 1 unauthorised pitch (site option 15);
- 1 pitch occupied pending a planning appeal (site option 11).

Conclusion: Site option for consultation.

SITE 14 - LAND TO REAR OF LONG ACRE, MEADOW ROAD (1) (WILLINGHAM)	
Site Number	14
Location	Willingham
Site Name / Address	Land to rear of Long Acre, Meadow Road (1)
Site Size	0.09 ha
Current land use	Vacant Land
Number of Pitches	1 pitch
Site Description & Context	<p>This land is accessed via a gravel track off Meadow Road. It is surrounded on 3 sides by a group of pitches with temporary consent that lie to the rear of authorised sites fronting Meadow Road. Its eastern boundary forms the edge of a group of existing and temporary sites.</p> <p>To the west the edge of Willingham village is quite urban in character, the small estate houses of Rockmill End presenting a fairly harsh edge to the village. To the north Meadow Road is well hedged on both sides from Willingham to the sites on the frontage. The existing Long Acre site is fronted by a mixture of native planting, laurel and some conspicuous conifer hedging, which extends down both east and west boundaries. To the south and west the pitches are surrounded by a mixture of regular small to medium sized fields separated by hedges and stands of poplar trees. There is little vegetation present to the internal boundaries of the pitches.</p> <p>To the east, there are large metal barns (on site option 16) with little frontage planting. Beyond here to the east the vegetation cover becomes far more sparse, and the fields much larger, separated by scattered broken hedgerows and wet ditches, although even these layers of sparse vegetation and scattered stands of Poplars do combine to give a wooded skyline as they rise to the higher ground.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	280m

2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however road is lightly travelled and safely shared with pedestrians.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 520m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.

2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Adjoining pitches are currently served by onsite foul water drainage measures. The site is 500m from a sewer. Adjoining sites have electricity and water supply.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	5 authorised pitches and 1 emergency stopping place pitch. In addition there are 11 pitches with temporary planning permission, 1 unauthorised pitch, and one pitch occupied pending a planning appeal (all of which have been tested in this document)
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme The site options for consultation (sites 13 – 16, 6 pitches), and existing permanent sites (2 pitches), could form a group of 8 pitches.
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	Cambridgeshire County Council Education Service indicate that were additional sites over and above the permanent and temporary permissions currently in place to be developed in Willingham they currently would not be able to accommodate the children at their local primary school and would therefore have to transport these children to the nearest available school. This would be highly undesirable. When placing Traveller pupils in schools, Cambridgeshire County Council wherever possible endeavours to ensure that siblings are not separated. An expansion of the primary school is planned in 2010 to address current demand in the catchment and forecast demand, rather than to accommodate further growth. Before a site were developed it would need to be identified whether there was sufficient capacity in local schools at that time to meet the needs of the site. The Primary Care Trust indicate that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.

Tier 2 Conclusion	Transport infrastructure is available, including access to public transport and cycling or walking access to the village. With regard to infrastructure in the local area, the primary school has reached full capacity, and plans are being drawn up by Cambridgeshire County Council to increase capacity. The earliest date this would be available would be September 2010. Until capacity was available there would be problems accommodating additional pupils. It would therefore be important that if this option is selected it is only developed when local school accommodation is available.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	<i>None</i> - The site is surrounded by agricultural land and other Gypsy and Traveller pitches.
1c. Impact on amenity of potential site from surrounding land uses.	<i>None</i> - The site is surrounded by agricultural land and other Gypsy and Traveller pitches.
1d. Impact on local character/appearance	<p>The land forms part of a group of pitches that have a relatively <i>low impact</i> on the surrounding landscape, being tightly grouped, fairly well screened and visually dominated by the planting to Long Acre to the north and the large metal Barns to the east.</p> <p>The pitches would benefit from further hedge planting to the east and west boundaries, together with some large hedgerow trees (Oak, Ash, Willow etc) to lessen the impact of the conifer planting. Planting along the internal boundaries of the site together with spot planting of smaller native trees would also help to integrate the site into the surrounding landscape. If shelterbelts are planted native species should be used in preference to conifers. Historically the village edges of Willingham featured extensive orchards, and so planting with an orchard character may also be appropriate around the pitches.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,405m
<i>Food Shop</i>	895m
<i>Medical Centre</i>	1,190m

Other Amenities:	
<i>Children's Play Area</i>	1,415m
<i>Secondary School</i>	7,765m
<i>Postal Facility</i>	1,380m
<i>Bank/Cash Point</i>	1,350m (bank)
<i>Pharmacy</i>	1,190m
<i>Leisure/Recreation Centre</i>	5,250m
<i>Community Centre</i>	1,415m
<i>Public House</i>	820m
<i>Outdoor open access public area</i>	1,315m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m The nearest play area is within the village of Willingham. The site is small and there is limited potential for provision on site.
3. Deliverability	
3a. Timing of potential delivery	Due to infrastructure availability, if the site were allocated it would be appropriate to phase development to insure adequate infrastructure was available to meet needs generated. Therefore it could contribute to longer-term growth in the 2011 to 2016 period.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The site has a rural setting, and is surrounded by other Gypsy and Traveller pitches of either permanent or temporary use. The allocation of the site would maintain development that extends further into the countryside to the south than the existing permanent pitches. However, the site is relatively compact, and additional impact is low and could be addressed by improvements to the landscaping.

Site 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.

The site option would be a logical additional pitch if other adjoining options were allocated, and is a suitable option for allocation.

Currently at Willingham there are:

- 5 authorised pitches;
- 1 Emergency Stopping Place pitch on the former Local Authority site on Meadow Road;
- 11 pitches with temporary planning permission, 10 are included as site options (sites 9, 10, 12, 13, 16, 17), 1 as a rejected option (Site R21);
- 1 unauthorised pitch (site option 15);
- 1 pitch occupied pending a planning appeal (site option 11).

Conclusion: Site option for consultation.

SITE 15 - LAND TO REAR OF LONG ACRE, MEADOW ROAD (2) (WILLINGHAM)	
Site Number	15
Location	Willingham
Site Name / Address	Land to rear of Long Acre, Meadow Road (2)
Site Size	0.06 ha
Current land use	Unauthorised Gypsy and Traveller pitch
Number of Pitches	1 pitch
Site Description & Context	<p>This pitch is accessed via a gravel track off Meadow Road. It lies in between an authorised site and a group of pitches with temporary consent (site option 13) and an area of open land (site option 14).</p> <p>To the west the edge of Willingham village is quite urban in character, the small estate houses of Rockmill End presenting a fairly harsh edge to the village. To the north Meadow Road is well hedged on both sides from Willingham to the sites on the frontage. The existing Long Acre site is fronted by a mixture of native planting, laurel and some conspicuous conifer hedging, which extends down both east and west boundaries. To the south and west the pitches are surrounded by a mixture of regular small to medium sized fields separated by hedges and stands of poplar trees. There is little vegetation present to the internal boundaries of the pitches.</p> <p>To the east, there are large metal barns (within site option 16) with little frontage planting. Beyond here to the east the vegetation cover becomes far more sparse, and the fields much larger, separated by scattered broken hedgerows and wet ditches, although even these layers of sparse vegetation and scattered stands of Poplars do combine to give a wooded skyline as they rise to the higher ground.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	285m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes

2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however road is lightly travelled and safely shared with pedestrians.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 520m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.

2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Adjoining pitches are currently served by onsite foul water drainage measures. The site is 500m from a sewer. Adjoining sites have electricity and water supply.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	5 authorised pitches and 1 emergency stopping place pitch. In addition there are 11 pitches with temporary planning permission, 1 unauthorised pitch, and one pitch occupied pending a planning appeal.
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme The site options for consultation (sites 13 – 16, 6 pitches), and existing permanent sites (2 pitches), could form a group of 8 pitches (all of which have been tested in this document)
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	Cambridgeshire County Council Education Service indicate that were additional sites to be developed in Willingham they currently would not be able to accommodate the children at their local primary school and would therefore have to transport these children to the nearest available school. This would be highly undesirable. When placing Traveller pupils in schools, Cambridgeshire County Council wherever possible endeavours to ensure that siblings are not separated. An expansion of the primary school is planned in 2010 to address current demand in the catchment and forecast demand rather than to accommodate further growth. Before a site were developed it would need to be identified whether there was sufficient capacity in local schools to meet the needs of the site. The Primary Care Trust indicate that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.

Tier 2 Conclusion	Appropriate transport infrastructure is available, including access to public transport and cycling or walking access to the village. With regard to infrastructure in the local area, there are a number of pitches in the area already, but their needs are being met.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	<i>None</i> - The site is surrounded by agricultural land and other Gypsy and Traveller pitches.
1c. Impact on amenity of potential site from surrounding land uses.	<i>None</i> - The site is surrounded by agricultural land and other Gypsy and Traveller pitches.
1d. Impact on local character/appearance	<p>The land forms part of a group of pitches have a relatively <i>low impact</i> on the surrounding landscape, being tightly grouped, fairly well screened and visually dominated by the planting to Long Acre to the north and the large metal Barns to the east.</p> <p>The pitches would benefit from further hedge planting to the east and west boundaries, together with some large hedgerow trees (Oak, Ash, Willow etc) to lessen the impact of the conifer planting. Planting along the internal boundaries of the site together with spot planting of smaller native trees would also help to integrate the site into the surrounding landscape. If shelterbelts are planted native species should be used in preference to conifers. Historically the village edges of Willingham featured extensive orchards, and so planting with an orchard character may also be appropriate around the pitches.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,405m
<i>Food Shop</i>	1,005m
<i>Medical Centre</i>	1,190m
Other Amenities:	
<i>Children's Play Area</i>	1,415m
<i>Secondary School</i>	7,765m
<i>Postal Facility</i>	1,380m
<i>Bank/Cash Point</i>	1,350m (bank)
<i>Pharmacy</i>	1,190m
<i>Leisure/Recreation Centre</i>	5,250m
<i>Community Centre</i>	1,415m

<i>Public House</i>	820m
<i>Outdoor open access public area</i>	1,315m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m The nearest play area is within the village of Willingham. The site is small and there is limited potential for provision on site.
3. Deliverability	
3a. Timing of potential delivery	The site is already occupied. Allocation and subsequent planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The site has a rural setting, and is surrounded by other Gypsy and Traveller pitches of either permanent or temporary use. The allocation of the site would maintain development that extends further into the countryside to the south than the existing permanent pitches. However, the site is relatively compact, and additional impact is low and could be addressed by improvements to the landscaping.

Site 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.

The site is already meeting Gypsy and Traveller needs and is a suitable option for allocation.

Currently at Willingham there are:

- 5 authorised pitches;
- 1 Emergency Stopping Place pitch on the former Local Authority site on Meadow Road;
- 11 pitches with temporary planning permission, 10 are included as site options (sites 9, 10, 12, 13, 16, 17), 1 as a rejected option (Site R21);
- 1 unauthorised pitch (site option 15);
- 1 pitch occupied pending a planning appeal (site option 11).

Conclusion: Site option for consultation.

SITE 16 - SITE OF STORAGE / AGRICULTURAL BUILDINGS EAST OF LONG ACRE, MEADOW ROAD (WILLINGHAM)	
Site Number	16
Location	Willingham
Site Name / Address	Site of storage/agricultural buildings east of Long Acre, Meadow Road
Site Size	0.5 ha
Current land use	Gypsy and Traveller site with temporary planning consent for 1 pitch
Number of Pitches	1 pitch
Site Description & Context	<p>The site is made up of the curtilage of existing storage/agricultural buildings. The buildings are located on the eastern side of the site, 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, (along with site options 13 to 15). The site has temporary consent for up to 6 caravans on 1 pitch. The size of the site could potentially accommodate around 3 small pitches at more typical density.</p> <p>To the west the edge of Willingham village is quite urban in character, the small estate houses of Rockmill End presenting a fairly harsh edge to the village. To the north of the site Meadow Road is well hedged on both sides from Willingham to Long Acre, immediately to the east of the site. Long Acre is fronted by a mixture of native planting, laurel and some conspicuous conifer hedging.</p> <p>The site is dominated by large metal barns with little frontage planting, although there are good hedges to the west and southern boundaries. Planting is sparse to the east boundary which is dominated by the barns. Beyond here the vegetation cover is also sparse, with large fields separated by scattered broken hedgerows and wet ditches, although even these layers of sparse vegetation and scattered stands of Poplars do combine to give a wooded skyline as they rise to the higher ground.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	320m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No Although the site is currently in use, conditions require removal of caravans and equipment associated with the use when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	No The large buildings on the site are currently used for personal storage. Conditions on the temporary planning consent require that no commercial activities take place on the site. They therefore do not present noise issues. Any permanent gypsy and traveller use on the site would need to be subject to similar conditions to avoid any adverse impact. Former use as a depot / vehicles repairs workshop could theoretically result in land contamination issues if the site were redeveloped.
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	Land contamination issues could be resolved through conditions on any planning application.
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes

1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however road is lightly travelled and safely shared with pedestrians.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 485m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Site is currently served by onsite foul water drainage measures. The site is 515m from a sewer. Site has electricity and water supply.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	5 authorised pitches and 1 emergency stopping place pitch. In addition there are 10 other pitches with temporary planning permission, 1 unauthorised pitch, and one pitch occupied pending a planning appeal (all of which have been tested in this document)
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme The site options for consultation (sites 13 – 16, 6 pitches), and existing permanent sites (2 pitches), could form a group of 8 pitches

<p>3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?</p>	<p>No harmful impact.</p> <p>Cambridgeshire County Council Education Service indicate that the needs of the current temporary consented sites in Willingham are already being met by local schools.</p> <p>The Primary Care Trust indicate that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.</p>
<p>Tier 2 Conclusion</p>	<p>Appropriate transport infrastructure is available, including access to public transport and cycling or walking access to the village. With regard to infrastructure in the local area, there are a number of pitches in the area already, but their needs are being met.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 3

<p>1. Design and Impact</p>	
<p>1a. Impact on designations listed section 3 of Tier 1</p>	<p>N/A</p>
<p>1b. Impact on amenity of surrounding existing uses.</p>	<p><i>None</i> - The site is already occupied. There is limited impact on the amenity of surrounding uses.</p>
<p>1c. Impact on amenity of potential site from surrounding land uses.</p>	<p><i>None</i> - The site has a rural setting, and adjoins existing Gypsy and Traveller pitches. The building on site is currently used for personal storage. If a residential use were permitted permanently on the site the building would need to be used only for uses compatible with a residential environment.</p>
<p>1d. Impact on local character/appearance</p>	<p><i>Low Impact</i> - The existing "industrial" style buildings on the site already have a high visual impact. The use of the remainder of the site as a pitch would not significantly increase the impact but the caravans are visible due to the current open nature of the site.</p> <p>There is already some landscaping surrounding the site, which could be enhanced if a permanent site was allocated. The pitch would benefit from hedge planting to the frontage and the eastern boundary, together with some large hedgerow trees (Oak, Ash, Willow etc) to lessen the impact of the barn and adjacent conifer planting. Planting along internal boundaries together with spot planting of native trees would also help to integrate the site into the surrounding landscape. If shelterbelts are planted native species should be used in preference to conifers. Historically the village edges of Willingham featured extensive</p>

	orchards, and so planting with an orchard character may also be appropriate around the plots.
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,370m
<i>Food Shop</i>	860m
<i>Medical Centre</i>	1,155m
Other Amenities:	
<i>Children's Play Area</i>	1,380m
<i>Secondary School</i>	7,730m
<i>Postal Facility</i>	1,345m
<i>Bank/Cash Point</i>	1,315m (bank)
<i>Pharmacy</i>	1,155m
<i>Leisure/Recreation Centre</i>	5,215m
<i>Community Centre</i>	1,380m
<i>Public House</i>	785m
<i>Outdoor open access public area</i>	1,280m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m As the site is large and only currently accommodates one pitch, there is capacity for an area for children's play.
3. Deliverability	
3a. Timing of potential delivery	Allocation of the existing sites with temporary planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The existing "industrial" style buildings on the site already have a significant visual impact. The use of the remainder of the site as a pitch or pitches would not significantly increase the visual impact. The site has good access to the services and facilities of Willingham. If a residential use were permitted permanently on the site the building would need to be used only for uses compatible with a residential environment.

Site 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.

The site is already meeting Gypsy and Traveller needs and is a suitable option for allocation.

Currently at Willingham there are:

- 5 authorised pitches;
- 1 Emergency Stopping Place pitch on the former Local Authority site on Meadow Road;
- 11 pitches with temporary planning permission, 10 are included as site options (sites 9, 10, 12, 13, 16, 17), 1 as a rejected option (Site R21);
- 1 unauthorised pitch (site option 15);
- 1 pitch occupied pending a planning appeal (site option 11).

Conclusion: Site option for consultation.

SITE 17 - THE OAKS, MEADOW ROAD (WILLINGHAM)	
Site Number	17
Location	Willingham
Site Name / Address	The Oaks, Meadow Road
Site Size	0.52 ha
Current land use	Gypsy and Traveller site with temporary planning consent for 1 pitch for named occupier
Number of Pitches	1 pitch
Site Description & Context	<p>The site comprises a number of stable buildings, located at the end of a long gravelled driveway which extends around 250m north from Meadow Road. The site benefits from temporary consent for a pitch. The consent covers a larger area than the site option, extending down to Meadow Road.</p> <p>The site lies at the junction of the Bedfordshire and Cambridgeshire Claylands and The Fens Landscape Character Areas although the wide, flat fenland landscape is dominant. To the west the edge of Willingham village is quite urban in character, the small estate houses of Rockmill End presenting a fairly harsh edge to the village.</p> <p>Meadow Road is well hedged on both sides from Willingham to The Oaks site, which is surrounded by a mixture of regular small to medium sized fields separated by hedges. Opposite The Oaks is a group of small traveller pitches (including two permanent sites and a number of sites which are also the subject of consultation) fronted by a mixture of native planting, laurel and conifer hedging. Beyond the site to the east and north the vegetation cover becomes far more sparse, and the fields much larger, separated by scattered broken hedgerows and wet ditches, although even these layers of sparse vegetation and scattered stands of Poplars do combine to give a wooded skyline as they rise to higher ground.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	385m

2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No Although the site is currently in use, conditions require removal of the caravans when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however road is lightly travelled and safely shared with pedestrians.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 640m (bus stop)

1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Site is currently served by onsite foul water drainage measures. The site is 525m from a sewer. It has electricity and water supply.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	5 authorised pitches and 1 emergency stopping place pitch. In addition there are 5 other pitches with temporary planning permission, and 1 unauthorised pitch (all of which have been tested in this document)
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	No harmful impact. 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 Primary Care Trust indicate that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.
Tier 2 Conclusion	Appropriate transport infrastructure is available, including access to public transport and cycling or walking access to the village. With regard to infrastructure in the local area, there are a number of pitches in the area already, but their needs are being met.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	<i>None</i> - The site is surrounded by agricultural land.
1c. Impact on amenity of potential site from surrounding land uses.	<i>None</i> - The site is surrounded by agricultural land.
1d. Impact on local character/appearance	<p>The development around the existing stable buildings is well screened by hedges and scattered mature trees, and has a <i>low impact</i> on the surrounding landscape.</p> <p>The paddocks to the south down to Meadow Road are far more open. This area has the appearance of a series of small paddocks divided by low timber rails. If the pitch was maintained as a small single pitch with a small number of caravans grouped around the stables, impact would be limited, however, additional pitches or development outside the site option could have a more significant impact. The addition of a further pitch fronting onto Meadow Road, or the land between the stable buildings and Meadow Road would start to create a line of development away from the road frontage, and have a higher impact, particularly in view of the open landscape of Fenland character of this area north of Meadow Road. The impact would be greater still in combination with the pitches on the opposite side of Meadow Road.</p> <p>If the site option set back from Meadow Road were to be allocated it would benefit from further hedge planting to the east and south west. Scattered hedgerow trees using large species (e.g. Oak, Ash, Willow) would also help to integrate the site into the surrounding landscape. If shelter belts are planted native species should be used in preference to conifers. Historically the village edges of Willingham featured extensive orchards, and so planting with and Orchard character may also be appropriate within the site.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,525m
<i>Food Shop</i>	1,015m
<i>Medical Centre</i>	1,310m

Other Amenities:	
<i>Children's Play Area</i>	1,535m
<i>Secondary School</i>	7,885m
<i>Postal Facility</i>	1,500m
<i>Bank/Cash Point</i>	1,470m (bank)
<i>Pharmacy</i>	1,310m
<i>Leisure/Recreation Centre</i>	5,370m
<i>Community Centre</i>	1,535m
<i>Public House</i>	940m
<i>Outdoor open access public area</i>	1,435m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m The nearest play area is within the village of Willingham.
3. Deliverability	
3a. Timing of potential delivery	Allocation of the existing sites with temporary planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The area around the stable buildings is already well screened, and its use as a pitch has limited wider impacts on the landscape. The existing buildings retain a largely rural character. If the pitch was maintained as a small single pitch with a small number of caravans, impact would be limited, however, additional pitches or development could have a more significant impact.

Site 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.

The site is already meeting Gypsy and Traveller needs and is a suitable option for allocation.

Currently at Willingham there are:

- 5 authorised pitches;
- 1 Emergency Stopping Place pitch on the former Local Authority site on Meadow Road;
- 11 pitches with temporary planning permission, 10 are included as site options (sites 9, 10, 12, 13, 16, 17), 1 as a rejected option (Site R21);
- 1 unauthorised pitch (site option 15);
- 1 pitch occupied pending a planning appeal (site option 11).

Conclusion: Site option for consultation.

SITE 18 - LAND AT SPRING LANE (BASSINGBOURN)	
Site Number	18
Location	Bassingbourn
Site Name / Address	Land at Spring Lane
Site Size	0.5 ha
Current land use	Agricultural land
Number of Pitches	5 pitches
Site Description & Context	<p>The site lies in the 'East Anglian Chalk' Landscape Character Area and 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.</p> <p>Approximately 200m to the north-west lies the community woodland of Ford Wood. To the east and west are long views over large, open fields to rolling chalk hills and skyline woodlands.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Bassingbourn
1b. Stage in development sequence	Group Village
1c. Distance to edge of nearest settlement	240m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No

<p>3c. Is the site within or in close proximity to a valued area?</p>	<p>Cambridgeshire County Council Archaeology Service state that cropmarks indicate the location of Bronze Age barrows to the south west and archaeological investigations to the west have identified a significant landscape boundary dating from the Iron Age.</p> <p>A public footpath runs approximately 400 m to the north east of the site, although this is mostly screened from the site. A public footpath also runs across fields approximately 500 meters to the west of the site. The Icknield Way long distance footpath runs east – west approximately 400m to the south.</p>
<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>No</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>Yes</p> <p>Cambridgeshire County Council Archaeology Service state that they would not object to the development of this site, but the potential impact on the historic environment would require consideration as part of any planning application.</p> <p>A site in this location would not detract from the use of the public footpaths. The site may be visible from the path to the west, and from the Icknield Way, but landscaping and design measures could be used to address wider landscape impacts.</p>
<p>Tier 1 Conclusion</p>	<p>The site has good access to the key facilities of Bassingbourn and there are no high level constraints that could not be addressed through detailed design. It therefore warrants further assessment.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 2

<p>1. Transport Infrastructure</p>	
<p>1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?</p>	<p>Yes</p> <p>Spring Lane is lined by residential development, but the impact of a small site would be limited due to the low number of trips generated by a site of this scale.</p>
<p>1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (Including emergency services)? Is there sufficient capacity in the local highway network?</p>	<p>Yes</p> <p>The site is within a nominal 60 mph speed limit. However, given the nature of Spring Lane adjacent to the site the local highway authority would consider that this road can be considered to be covered by Manual for Streets, which means that if suitable speed counts were under taken the</p>

	<p>highway authority would consider reducing the visibility splays to match these figures rather than requiring a splay of 2.4m x 215m as detailed in the Design Manual for Roads and Bridges. It is therefore likely that a suitable access can be achieved.</p> <p>The road south of the village is around 2.5 - 3m wide for around 80m before the site, but is set within wide flat verges. Access road improvements could potentially be required, which could have implications for delivery costs.</p>
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	<p>Yes South of the village Spring Lane is a lightly trafficked route.</p>
1d. Access to a public transport node available via a safe walking or cycle route:	<p>Within 1,000m 885m (bus stop)</p>
1e. The nearest public transport node provides what quality?	<p>No hourly Public Transport service available.</p> <p>Mon-Fri two services to/from Cambridge each day with service every two hours to/from Royston. No services to/from Cambridge on Saturday with a 2 hourly service to/from Royston. No services on Sunday.</p>
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	<p>Yes The site is near to the edge of the village so connection to services should be possible. There is a combined sewer within 180m of the site.</p>
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	<p>No known issues.</p>
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	<p>No</p>
3b. If Yes, what is the total number of other pitches?	<p>N/A</p>
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	<p>Yes Group Village - 8 pitches per scheme</p>
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	<p>There are currently spaces at the Secondary School. Certain year groups at the primary school are currently full. Cambridgeshire County Council Education Service indicate that there are currently no plans to extend the provision of education</p>

	places in the Bassingbourn area in either primary or secondary schools. However, the County Council would be able to take account of planned development coming through the DPD in the normal way.
Tier 2 Conclusion	<p>The site is very accessible to the village of Bassingbourn, and has reasonable access to a public transport service. The frequency of the public transport service is not ideal, generally offering only a two hourly service. However, due to the other benefits of the site it is considered worthy of further assessment. 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 for, and the site option is for a small site.</p> <p>Spring Lane is lined with residential development, and any site would create traffic passing existing dwellings, although the impact of a small site would be limited due to the low number of trips generated by a small site. Road improvements may be required, which could have cost implications.</p>
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	<i>Low Impact</i> - The site is located near to existing residential development, but separated by around 100 meters. With appropriate site design, landscaping, and access, impact would be low.
1c. Impact on amenity of potential site from surrounding land uses.	<i>Low Impact</i> - The site has a rural setting, and the nearest development is residential.
1d. Impact on local character/appearance	<p>Development in this location would have a <i>low impact</i>.</p> <p>There would be an impact on the southern edge of Bassingbourn and to the wider landscape, but this could be lessened by a well-designed planting scheme.</p> <p>If a site was located within the bend in the road to the south of the village, the existing planting could be integrated with a landscaping scheme to address wider impacts. A strong band of planting (using appropriate native species) stretching from the road to the existing screen planting at the southern edge of the village and the strengthening</p>

	<p>of the hedge planting to the east side of the road, would create a well screened and integrated site.</p> <p>It is likely that access to the site option would require removal some of the existing hedge to achieve adequate sight lines for access.</p> <p>The site would be visible form the east and south east, across open fields from the footpath, and visible from sections of the A1198 and from high ground beyond Royston. However, additional plating would mitigate this impact, particularly on the new boundaries, and it may also be possible to enhance the planting along the footpath.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,540m
<i>Food Shop</i>	1,040m
<i>Medical Centre</i>	780m
Other Amenities:	
<i>Children's Play Area</i>	890m
<i>Secondary School</i>	1,440m
<i>Postal Facility</i>	1,025m
<i>Bank/Cash Point</i>	1,025m (Post Office)
<i>Pharmacy</i>	4,905m
<i>Leisure/Recreation Centre</i>	1,540m
<i>Community Centre</i>	960m
<i>Public House</i>	950m
<i>Outdoor open access public area</i>	550m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	Yes
2c. Access to children's playspace or potential for provision on site	Within 1,000m Actual distance 890m to play area within the village.
3. Deliverability	
3a. Timing of potential delivery	Site availability would be subject to the views of Cambridgeshire County Council who own the land. Subject to land availability a site could be delivered within the plan period. The period 2011 to 2016 would be the most likely delivery date.
3b. Land Ownership	In public sector ownership. Cambridgeshire County Council will provide a formal view of land availability through this consultation.

<p>3c. Notional Costings</p>	<p>Cost of Securing Site/Land Value: 1 Cost of Demolition/Clearing: 0 Cost of Road Layout: 1 Cost of Utility Connection: 1 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 4</p>
<p>Tier 3 Conclusion</p>	<p>The site has very good access to the services and facilities of Bassingbourn. With appropriate design, landscaping and access, the impact of a small site could be mitigated effectively, and wider landscape impacts addressed.</p>

Site 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.

Conclusion: Site option for consultation.

SITE 19 - ROSE AND CROWN ROAD (SWAVESEY)	
Site Number	19
Location	Swavesey
Site Name / Address	Rose and Crown Road
Site Size	1.75 ha
Current land use	Gypsy and Traveller site with temporary planning consent for 8 pitches
Number of Pitches	8 Pitches
Site Description & Context	<p>The site lies between Fen Drayton and Swavesey on a bend of 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, which represent large family pitches.</p> <p>The surrounding land is of regular, flat, medium and large sized fields separated by hedgerows of varying quality and wet ditches.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Swavesey
1b. Stage in development sequence	Group Village
1c. Distance to edge of nearest settlement	660m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No Although the site is currently in use, conditions require removal of caravans and equipment associated with the use when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	Public Right of Way along eastern boundary of the site.

3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	The use of the site does not detract significantly from the Public Right of Way.
Tier 1 Conclusion	The site meets the key locational criteria, and is located outside the Green Belt. It adjoins a public Right of Way, but does not have a significant impact.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes. The local highway authority indicates that no significant adverse effect upon the public highway should result from this option. This is an existing site. The achievement of adequate visibility splays was considered as part of the application for temporary consent.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	No footway available. There are roadside verges, and the road is relatively lightly trafficked.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 860m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes Water and electricity onsite. The site is 680m from an existing sewer, but foul drainage addressed by individual treatment plants on site.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No Known Issues.

3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Group Village - 8 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	No. The needs of the site for education and healthcare are already being met locally.
Tier 2 Conclusion	The site is separated from the built up area of the village, which does impact on accessibility, particularly as there is no footway alongside the road. However, it meets the other criteria regarding infrastructure.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	The use of the site does not detract significantly from the Public Right of Way.
1b. Impact on amenity of surrounding existing uses.	<i>None</i> - The site is already occupied, and is separated from other uses.
1c. Impact on amenity of potential site from surrounding land uses.	<i>None</i> - The site is located in the countryside, adjoining a relatively quiet road.
1d. Impact on local character/appearance	<p>The site currently has a <i>High Impact</i> on the surrounding landscape. This is partly due to the removal of the frontage hedging which was required to achieve sight lines for the exit to Rose and Crown Road. The site is in an open position and can be seen over long distances, particularly from the south and west. Although well screened by hedging the site does appear as an 'island' in the open landscape. This is mitigated somewhat by the mature hedges and trees to the south and east, and by the open nature of the site with the caravans situated within large plots. A more typical pitch size would have a greater impact and therefore no change is proposed to the scale of the temporary use.</p> <p>The site was landscaped during Autumn 2007-Spring 2008. The landscape plan included a new earth bund and hedgerow to the northern boundary, native hedgerow trees, and tree</p>

	planting within the plots and at plot boundaries. This will significantly reduce the impact and integrate the development into the landscape as the planting matures.
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,920m
<i>Food Shop</i>	1,590m
<i>Medical Centre</i>	890m
Other Amenities:	
<i>Children's Play Area</i>	1,985m
<i>Secondary School</i>	1,740m
<i>Postal Facility</i>	2,355m
<i>Bank/Cash Point</i>	2,355m (post office)
<i>Pharmacy</i>	6,845m
<i>Leisure/Recreation Centre</i>	1,740m
<i>Community Centre</i>	2,225m
<i>Public House</i>	2,345m
<i>Outdoor open access public area</i>	1,985m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m The site is made up of large pitches, with have the potential to include an element of open space.
3. Deliverability	
3a. Timing of potential delivery	Allocation of the existing sites with temporary planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The site is located in the rural area outside Swavesey, and is around 2,000m from the village centre. Whilst a visible feature in the landscape additional landscaping has already gone some way to mitigate the impact, and there is potential for further improvement.

Site 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.

The site is already meeting Gypsy and Traveller needs and is a suitable option for allocation.

Conclusion: Site option for consultation.

SITE 20 - NEW FARM, OLD NORTH ROAD (WHADDON)	
Site Number	20
Location	Whaddon
Site Name / Address	New Farm, Old North Road
Site Size	0.7 ha
Current land use	Existing Local Authority Gypsy and Traveller Site
Number of Pitches	2 Additional Pitches (currently in use for 14 pitches)
Site Description & Context	<p>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.</p> <p>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.</p> <p>Whilst operating successfully, it is considered that the layout and facilities of the site could be improved, 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.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Whaddon
1b. Stage in development sequence	Infill Village
1c. Distance to edge of nearest settlement	630m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	No
2b. Is the site within 2,000 metres of a doctors surgery?	No
2c. Is the site within 2,000 metres of a food shop?	No
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	Part
3c. Is the site within or in close proximity to a valued area?	No

3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A
Tier 1 Conclusion	The site is an existing Gypsy and Traveller site managed by South Cambridgeshire District Council. Whilst the site is poorly located in relation to a better served village (the nearest being Bassingbourn around 2.7km from the site), 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, 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.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes There is an existing access road onto the A1198.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes There are footways along the A1198
1d. Access to a public transport node available via a safe walking or cycle route:	Within 400m 320m to bus stop at Cardiff Place.
1e. The nearest public transport node provides what quality?	Less than hourly service. Service every two hours to Royston.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes This is an existing site that already has appropriate utility connections. Connection to mains sewer is being explored.

2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	No. The nearest village is an Infill village.
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	Whilst there are currently spaces at the Secondary School, certain year groups at the primary school are currently full. Cambridgeshire County Council Education Service indicate that there are currently no plans to extend the provision of education places in the Bassingbourn area in either primary or secondary schools. However, the County Council would be able to take account of planned development coming through the DPD in the normal way.
Tier 2 Conclusion	As this is an existing site transport and utilities infrastructure is already available. Public transport services are less than the hourly service standard. Due to the small increase in pitches proposed the additional impact on infrastructure would be low.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	<i>None</i> – The addition of two pitches is unlikely to have an impact on surrounding land uses.
1c. Impact on amenity of potential site from surrounding land uses.	<i>Low Impact</i> – The site adjoins the A1198, but is already separated by a significant tree belt.
1d. Impact on local character/appearance	<i>None</i> – The site lies within an area of trees. There are areas of woodland to the east and south of the site, and the remaining boundaries are formed by strong tree belts. Additional development would be within this area and have little wider impact.
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	3,305m
<i>Food Shop</i>	2,785m

<i>Medical Centre</i>	2,780m
Other Amenities:	
<i>Children's Play Area</i>	235m
<i>Secondary School</i>	3,205m
<i>Postal Facility</i>	1,300m
<i>Bank/Cash Point</i>	1,300m (Post Office)
<i>Pharmacy</i>	4,460m
<i>Leisure/Recreation Centre</i>	3,205m
<i>Community Centre</i>	1,275m
<i>Public House</i>	1,640m
<i>Outdoor open access public area</i>	1,275m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Within 1000m There is currently no play space provision on the site. If the site layout is explored it should be possible to include space for children's play on site.
3. Deliverability	
3a. Timing of potential delivery	A small increase in the number of pitches would support the improvement of the site and make better use of currently under used land. Improvements could be delivered quickly, potentially in the period to 2011, and if not by 2016.
3b. Land Ownership	In Local Authority ownership (existing site).
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 1 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 0 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The existing site is well screened by woodland, therefore the impact of two additional pitches would be very limited. The site is not well located relative to services and facilities. Improvements to the site could include playspace for children. The site is already in Local Authority ownership. Costs would relate to redesigning the site, adjusting the layout and developing the new pitches.

Site 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.

Conclusion: Site option for consultation.

SITE 21 - BLACKWELL CARAVAN SITE, MERE WAY, MILTON EDGE OF CAMBRIDGE (MILTON PARISH)	
Site Number	21
Location	Edge of Cambridge (Milton Parish)
Site Name / Address	Blackwell Caravan Site, Mere Way, Milton
Site Size	0.9 ha
Current land use	Existing Local Authority Gypsy and Traveller Site for 15 permanent residential pitches
Number of Pitches	10 Transit Pitches
Site Description & Context	<p>The site is on the north-eastern outskirts of Cambridge, north of the A14. It is an existing permanent residential site 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 high levels of need in the district it has been used as a site for longer term residential accommodation for a number of years.</p> <p>It is accessed via Kings Hedges Drive which runs to the rear of Cambridge Regional College. There are hedges and trees on all the site boundaries, but there are currently significant views of the site from the A14 which overlooks the site.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cambridge
1b. Stage in development sequence	Edge of Cambridge
1c. Distance to edge of nearest settlement	225m (Cambridge City Boundary)
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	Yes
3b. Does the site comprise previously developed land?	Yes
3c. Is the site within or in close proximity to a valued area?	<p>Yes</p> <p>Mere Way Public Right of Way runs along the western boundary of the site.</p>

<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>Yes</p> <p>A14 Air Quality Management Area covers part of the site. There are also issues relating to noise resulting from A14.</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>A programme of works is already in place to improve the entrance to the site which will improve the setting of the Public Right of Way.</p> <p>Noise issues are being examined as part of the A14 Ellington to Fen Ditton road improvements. This may result in the development of a noise barrier and further landscaping to reduce the impact of the widened road on the site.</p> <p>As the site lies within a wider designated Air Quality Management Area, SCDC has a statutory duty to implement an Air Quality Action Plan which will aim to improve local air quality and in particular those areas where there are air quality exceedences. Amending the use of the site to a transit site will reduce exposure levels to a degree but short-term exposure to air quality also needs to be considered, as national health based air quality objectives do include hourly and daily exposure levels. The proposed improvements to the A14 will result in the highway moving closer to the site. At this stage, the impact on air quality is uncertain and may or may not improve air quality. However, change to a transit 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 to reduce exposure.</p>
<p>Tier 1 Conclusion</p>	<p>The Blackwell site is an existing residential Travellers site located north of Cambridge. Its location adjoining the A14 does impact on the quality of the residential environment it provides, particularly with regard to noise and air quality. Noise issues may be addressed through the A14 improvements planned to begin shortly. 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 to reduce exposure.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes There is an existing access road to the rear of Cambridge Regional College.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 895m Kings Hedges Road There will be a bus stop for the Guided Bus at Cambridge Regional College.
1e. The nearest public transport node provides what quality?	High Quality
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes This is an existing site that already has appropriate utility connections.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes. Cambridge – 30 new pitches per scheme

3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	Infrastructure is available in the City of Cambridge to accommodate this development. Existing children are already accommodated in local schools. A different impact would result from returning the site to a Transit site, as the needs of the population would depend on who was on the site at the time, and they would only be temporary residents.
Tier 2 Conclusion	As this is an existing site transport and utilities infrastructure is already available. The location has very good access to public transport, which will be enhanced further by the opening of the guided bus.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	The site lies within the Green Belt, but it is an existing site. It does impact on the openness of the Green Belt, but impact on the wider landscape is limited by existing screening. A return to Transit use may even reduce the impact as a lower level of site infrastructure may be required to support Transit pitches.
1b. Impact on amenity of surrounding existing uses.	<i>Low impact</i> - The pitches have been in place for over 20 years. The only potential additional impact would be from vehicle movements, but due to the location this is unlikely to have a significant impact.
1c. Impact on amenity of potential site from surrounding land uses.	<i>High Impact</i> - The nearby A14 presents noise and air quality issues. These are likely to be addressed by the A14 Ellington to Fen Ditton improvements, which are likely to include a noise barrier. Further measures may be possible if the size of the site is reduced.
1d. Impact on local character/appearance	None – It is considered to have no additional impact on the basis that it would involve the re-use of an existing site. In addition, any redesign of the site to Transit use could address wider impacts further.
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,435m
<i>Food Shop</i>	1,535m
<i>Medical Centre</i>	2,355m
Other Amenities:	
<i>Children's Play Area</i>	1,155m
<i>Secondary School</i>	2,460m

<i>Postal Facility</i>	1,820m
<i>Bank/Cash Point</i>	1,820m (Post Office)
<i>Pharmacy</i>	2,460m
<i>Leisure/Recreation Centre</i>	180m
<i>Community Centre</i>	1,535m
<i>Public House</i>	1,535m
<i>Outdoor open access public area</i>	1,155m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m There is currently no play space provision on the site. If the capacity of the site were reduced there may be potential for provision on site.
3. Deliverability	
3a. Timing of potential delivery	The East of England Plan proposed changes identify a requirement for Transit site provision of 40 pitches in Cambridgeshire & Peterborough, including provision accessible to Cambridge, by 2011. Alternative provision of long-term affordable residential pitches would be required before the site would be available for Transit use. It would be difficult to deliver sufficient new affordable sites by 2011, therefore it may not be practical to achieve use as a Transit site until the 2011 to 2016 period. The site in its current form would be a large site to manage as a Transit site. It is considered that if it does return to Transit use the site should be reduced to 10 pitches.
3b. Land Ownership	In Local Authority ownership (existing site).
3c. Notional Costings	Cost of Securing Site/Land Value: 1 Cost of Demolition/Clearing: 1 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 0 Cost of Mitigation: 0 Total Cost: 2
Tier 3 Conclusion	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 very unlikely that the site could be converted by 2011. As it is an existing site the return to a Transit use

	<p>would have limited additional impacts, and would require little in the way of additional infrastructure.</p> <p>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.</p>
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Site 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.

Conclusion: Site option for consultation.

SITE 22 - BIDALLS BOULEVARD, KNEESWORTH ROAD (MELDRETH)	
Site Number	22
Location	Meldreth
Site Name / Address	Bidalls Boulevard, Kneesworth Road
Site Size	2.1 ha.
Current land use	Existing Travelling Showpeople site with planning permission for 11 plots
Number of Plots	6 additional plots
Site Description & Context	<p>The site is a rectangular site west of Meldreth. It gained planning permission as a Travelling Showpeople site in 2004. It is accessed from Kneesworth road via a central access road, with plots, and areas of open land on either side.</p> <p>The site adjoins another Travelling Showpeople site of a similar scale. To the northeast there is residential development, separated by open fields by about 100m. There is agricultural land the north. There is a former local authority run Traveller site to the south, which is subject to separate appraisal (rejected option R12).</p> <p>The site area was given planning permission for 11 plots. These have been developed within the site leaving areas of land with capacity to accommodate additional plots.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Meldreth
1b. Stage in development sequence	Group Village
1c. Distance to edge of nearest settlement	460m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	No
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	Yes The site has consent for use as a Travelling Showpeople's quarters.
3c. Is the site within or in close proximity to a valued area?	No

3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A
Tier 1 Conclusion	The site does not meet the key social infrastructure criteria due to the nearest doctors surgery being located in Melbourn. However, this is an existing established site, therefore it is considered worthy of further assessment.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes. This is an existing site. The achievement of adequate visibility splays was considered as part of the previous application. Impact of additional vehicle movements would need to be considered.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	No footway available. The road is relatively lightly trafficked, and there are roadside verges.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 200m (bus stop)
1e. The nearest public transport node provides what quality?	Poor Quality Mon-Fri one daily service to and from Cambridge and three services to and from Royston. One service to and from Royston on Saturdays and no services on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes This is an existing site. There are no known issues with regard to accommodating additional plots.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No Known Issues.

3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	There are 21 existing permanent Travelling Showpeople plots. In addition there are 3 permanent Gypsy and Traveller pitches.
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	No Group Village - 8 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	Cambridgeshire County Education indicate that there is likely to be capacity to accommodate additional demand locally.
Tier 2 Conclusion	The site is separated from the built up area of the village, which does impact on accessibility, particularly as there is no footway alongside the road. Additional plots would push the scale of the site further above the scale of development ideally located near a Group village. However, the needs of the site can be met by local services.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	<i>None</i> – This is an existing site. Any impact would result from intensification of use. The addition of additional plots within the existing site area is likely to have limited additional impact.
1c. Impact on amenity of potential site from surrounding land uses.	<i>None</i> - The site is located in the countryside, adjoined by an existing Travelling Showpeople site.
1d. Impact on local character/appearance	<i>Low impact</i> - The site is well contained with effective planting on three site boundaries. The other boundary is with the Showpersons site to the south-west. Plots are divided within the site by close-boarded fencing. The increase in the number of plots within the site would not materially affect the visual impact of the site on the surrounding countryside given existing boundary planting and the potential for further improvements.

2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,540m
<i>Food Shop</i>	1,405m
<i>Medical Centre</i>	2,930m
Other Amenities:	
<i>Children's Play Area</i>	1,145m
<i>Secondary School</i>	3,100m
<i>Postal Facility</i>	1,405m
<i>Bank/Cash Point</i>	1,405m (Post office)
<i>Pharmacy</i>	2,540m
<i>Leisure/Recreation Centre</i>	3,100m
<i>Community Centre</i>	1,490m
<i>Public House</i>	1,080m
<i>Outdoor open access public area</i>	825m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m There is sufficient space available to provide a playspace on site.
3. Deliverability	
3a. Timing of potential delivery	Additional plots within the existing consented area would contribute to the need identified by the East of England Plan. It is likely that plots could be delivered in the short term.
3b. Land Ownership	In Private or Travelling Showpeople ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	The site is located in the rural area outside Meldreth. The option would intensify the usage of an existing site, providing additional plots within the same site area, but impacts on the wider landscape are likely to be limited.

Site 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.

Conclusion: Site option for consultation.

C. SITE ASSESSMENTS - REJECTED SITES THAT FAIL TESTING

SITE R1 - LAND ON BASSINGBOURN ROAD BASSINGBOURN (WITHIN LITLINGTON PARISH)	
Site Number	R1
Location	Bassingbourn (within Litlington Parish)
Site Name / Address	Land on Bassingbourn Road
Site Size	Large Land Holding owned by Cambridgeshire County Council
Current land use	Agricultural land
Site Description & Context	The site lies on the frontage of Bassingbourn Road. The village of Bassingbourn lies approximately 800m to the east, Litlington approximately 450m to the west. Scattered development exists to both sides of the road mostly well screened by trees and thick hedges. Low Farm is directly opposite the site. The landscape is fairly open with long views, to the north and from higher ground to the south. The field pattern is of irregular, medium sized plots, divided by fences and low hedging.

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Bassingbourn (although site is within Litlington Parish)
1b. Stage in development sequence	Group Village
1c. Distance to edge of nearest settlement	980m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No

<p>3c. Is the site within or in close proximity to a valued area?</p>	<p>Yes</p> <p>Cambridgeshire County Council Archaeology Service indicates cropmarks to the south indicate the location of Bronze Age barrows and linear boundaries of probable prehistoric date.</p> <p>A public footpath runs along field boundaries around 100m to the east of the site, linking Bassingbourn Road to the Ickneild Way path which runs approximately 800m south of the site.</p>
<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>No</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>Yes</p> <p>Cambridgeshire County Council Archaeology Service state that they would not object to the development at this site, but the potential impact on the historic environment would require consideration as part of any planning application.</p> <p>A site in this location would not detract significantly use of the public footpaths. The site is likely to be visible from the path to the east, and from the Ickneild Way, but landscaping and design measures could be used to reduce wider landscape impacts.</p>
<p>Tier 1 Conclusion</p>	<p>The site is around 1,000m from the edge of the village, but has reasonable access to the village of Bassingbourn, and warrants further assessment, particularly given the walking, cycling and public transport access to the village.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 2

<p>1. Transport Infrastructure</p>	
<p>1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?</p>	<p>Yes</p> <p>Access would be directly off Bassingbourn Road.</p>
<p>1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (Including emergency services)? Is there sufficient capacity in the local highway network?</p>	<p>No</p> <p>This site would require a visibility splay of 2.4m 215m to the carriageway and 2.4m x 33m to the shared use footway/cycleway.</p> <p>It is unlikely that the visibility distances required could be achieved in this location, due to the bend in the road to the east of the site.</p>

1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes There is a footpath / cycleway along Bassingbourn Road.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 620m (bus stop in Litlington)
1e. The nearest public transport node provides what quality?	No hourly Public Transport service available. Mon-Fri one service each way to Cambridge. Mon-Sat two hourly service to Royston. No service in the evenings or on Sunday.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes There are existing properties nearby so connection is assumed possible. The nearest mains sewers are in Bassingbourn and Litlington. Site specific measures may therefore be required.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Group Village - 8 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	Whilst there are currently spaces at the Secondary School, certain year groups at the primary school are currently full. Cambridgeshire County Council Education Service indicate that there are currently no plans to extend the provision of education places in the Bassingbourn area in either primary or secondary schools. However, the County Council would be able to take account of planned development coming through the DPD in the normal way.
Tier 2 Conclusion	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

	<p>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.</p> <p>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.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R2 - LAND ON THE CAUSEWAY (BASSINGBOURN)	
Site Number	R2
Location	Bassingbourn
Site Name / Address	Land on The Causeway
Site Size	Large land holding owned by Cambridgeshire County Council.
Current land use	Agricultural land
Site Description & Context	The site forms part of a large field which fronts onto The Causeway on the south side of Kneesworth. To the north, there is a mixture of housing types, mostly set back from the road behind hedges, visually join Kneesworth in the east to Bassingbourn in the west, the cemetery area offering the only break. Views from the site to the south of the road are very open, particularly to the south, with long sweeping views across large fields to the rolling chalk hills and woodland beyond Royston. To the south of the road there is a small section of housing mid-way between Kneesworth and Bassingbourn. The frontage to the potential site lacks a hedge, but does feature several young and semi mature trees.

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Bassingbourn
1b. Stage in development sequence	Group Village
1c. Distance to edge of nearest settlement	Adjoining
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	Yes Cambridgeshire County Council Archaeology Service state that artefacts of prehistoric and medieval date have been recovered in the vicinity.
3d. Is the site within or in close proximity to a hazardous area?	No

3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	Yes Cambridgeshire County Council Archaeology Service would not object to the development of this site, but the potential impact on the historic environment would require consideration as part of any planning application.
Tier 1 Conclusion	The site has good access to the facilities of Bassingbourn and there are no high level constraints. It therefore warrants further assessment.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes Via The Causeway.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (Including emergency services)? Is there sufficient capacity in the local highway network?	Yes This site would require a visibility splay of 2.4m x 120m, which may be difficult to achieve given the local topography.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes There are footpaths available along The Causeway.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 15m (bus stop)
1e. The nearest public transport node provides what quality?	Poor Quality Mon-Fri two services to/from Cambridge each day with two hourly service to/from Royston. No services to/from Cambridge on Saturday with a 2 hourly service to/from Royston. No services on Sunday.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes The site is near to existing development so connection is likely to be possible. A main sewer runs along the Causeway, and therefore connection is likely to be feasible.

2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Group Village - 8 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	Whilst there are currently spaces at the Secondary School, certain year groups at the primary school are currently full. Cambridgeshire County Council Education Service indicate that there are currently no plans to extend the provision of education places in the Bassingbourn area in either primary or secondary schools. However, the County Council would be able to take account of planned development coming through the DPD in the normal way.
Tier 2 Conclusion	The site is accessible to the village of Bassingbourn, and has reasonable access to public transport. However, the frequency of the public transport service is not ideal, generally offering only a two hourly service. However, due to the other benefits of the site it is considered worthy of further assessment.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	N/A
1b. Impact on amenity of surrounding existing uses.	<i>Low Impact</i> - The site is located near to existing residential development. Appropriate site design and landscaping could be used to address potential impacts.
1c. Impact on amenity of potential site from surrounding land uses.	<i>Low Impact</i> - The site has a rural setting, and adjoins residential development.
1d. Impact on local character/appearance	This option would have a <i>high impact</i> on the landscape. The proposed site lies in the 'East Anglian Chalk' Landscape Character Area. It would be very likely that access to the site would require removal some or all of the existing frontage trees to

	<p>achieve adequate sight lines, leaving the site with little tree or hedge cover, bar a 20m planted buffer to the east of the site. The development would further visually join Kneesworth and the section of housing to the east of the site. The site will be very open to the south and south-west, but partially screened by planting and buildings to the south-east, and from the A1198.</p> <p>It would be possible to lessen the impact of the proposals with new frontage planting – probably set back from its current line - and some screening to the south and south west, perhaps partly using historic field boundaries. Planting within the development itself would also help to lessen the impact, and potentially some views to the wider landscape could remain. The apparent joining of the development to Kneesworth and the housing to the south of Bassingbourn road would need careful treatment. Long views to the development from high ground would remain from some areas.</p> <p>There would be an impact on the street scene of The Causeway due to the extension and visual joining of development, and the site would also impact on long views to and from the wider landscape.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,455m
<i>Food Shop</i>	960m
<i>Medical Centre</i>	940m
Other Amenities:	
<i>Children's Play Area</i>	770m
<i>Secondary School</i>	1,360m
<i>Postal Facility</i>	940m
<i>Bank/Cash Point</i>	4,290m (bank)
<i>Pharmacy</i>	3,305m
<i>Leisure/Recreation Centre</i>	1,360m
<i>Community Centre</i>	875m
<i>Public House</i>	480m
<i>Outdoor open access public area</i>	1,310m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	Yes
2c. Access to children's playspace or potential for provision on site	Within 1,000m Actual distance 770m to play area in village

3. Deliverability	
3a. Timing of potential delivery	Site availability would be subject to the views of Cambridgeshire County Council as the landowners. Subject to land availability a site could be delivered within the plan period. Education availability may impact on the phasing of development, but the 2011 to 2016 period would be likely to be possible.
3b. Land Ownership	In public sector ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 1 Cost of Demolition/Clearing: 0 Cost of Road Layout: 1 Cost of Utility Connection: 1 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 4
Tier 3 Conclusion	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. It should therefore be rejected.

Conclusion: Rejected option.

SITE R3 - LAND AT SOUTH END (BASSINGBOURN)	
Site Number	R3
Location	Bassingbourn
Site Name / Address	Land at South End
Site Size	Large Land Holding owned by Cambridgeshire County Council
Current land use	Agricultural land
Site Description & Context	Site forms northeast part of large field to the southwest of Bassingbourn. Immediately to the north and adjoining the site South End is a low-key residential village street, forming part of the Bassingbourn conservation area and featuring several listed buildings. There is some village edge planting of trees and hedges between the Conservation Area and the proposed site although this is not complete. At the edge of the village South End becomes a narrow rural lane lined with hedges and mature trees. To the east and west are long views over large, open fields to rolling chalk hills with skyline woodlands. A bridleway and public footpath run immediately to the north and west, with the Wellhead Springs and Bassingbourn Clunch Pits community nature areas approximately 450m to the south-west. The Icknield Way long distance footpath lies approximately 620m to the south.

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Bassingbourn
1b. Stage in development sequence	Group Village
1c. Distance to edge of nearest settlement	Adjoining
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes

3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	<p>Yes Adjoins Conservation area and there are a number of listed buildings nearby.</p> <p>Cambridgeshire County Council Archaeology Service advise that a group of Bronze Age barrow burial monuments are located to the south, and archaeological investigations to the north west identified a significant landscape boundary dating from the Iron Age. The site is also located in an area developed from the 17th century, with listed buildings from this date to the immediate north.</p>
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	<p>No</p> <p>Development would have a detrimental impact on the setting of the Conservation Area. It is unlikely this could be overcome by site design or landscaping.</p> <p>Cambridgeshire County Council Archaeology Service consider it unlikely that mitigation could be achieved even with further information. They have objected on the basis that the potential impact on historic environment would be likely to preclude development.</p>
Tier 1 Conclusion	<p>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.</p> <p>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</p>

	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.
Does the site warrant further Assessment?	No

Conclusion: Rejected option.

SITE R4 - LAND FRONTING LONG DROVE (COTTENHAM)	
Site Number	R4
Location	Cottenham
Site Name / Address	Land fronting Long Drove
Site Size	Large landholding owned by Cambridgeshire County Council
Current land use	Agricultural land
Site Description & Context	<p>This land to the west of Cottenham is located 600m along Long Drove, which is a thin single-track lane primarily used for agriculture and access.</p> <p>The land is flat with wide views over medium and large sized fields to hedges and blocks of shelter planting on the horizon, where to the north All Saints Church is visible. To the north-east of the site is Ashton Farm and associated works area. To the south-east is the suburban edge of Cottenham around Coolidge Gardens. Belts of shelter planting featuring conifers and hedges partly screen both of these areas. To the south and south-east lie Masons Pastures and the point-to-point racecourse. The frontage and south-eastern boundaries of the site feature open ditches with wetland planting.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cottenham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	360m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No

<p>3c. Is the site within or in close proximity to a valued area?</p>	<p>Yes</p> <p>Cambridgeshire County Council Archaeology Service indicate that cropmarks show the location of enclosures and linear features to the west, likely to date from the late prehistoric and Roman periods.</p>
<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>Yes</p> <p>A vehicle breakdown assistance and recovery service operate on an adjacent site at Foxlands, Long Drove. Noise may therefore be a consideration.</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>No</p> <p>Cambridgeshire County Council Archaeology Service consider it unlikely that mitigation could be achieved even with further information. They have objected on the basis that the potential impact on historic environment would be likely to preclude development.</p> <p>With regard to noise, considering the separation distance to the proposed site it is likely that noise mitigation measures such as a perimeter noise barrier / fence could reduce noise to an acceptable level in accordance with PPG 24, by condition or similar.</p>
<p>Tier 1 Conclusion</p>	<p>This land to the west of Cottenham is located 600m along Long Drove, 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.</p> <p>In addition, Long Drove 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.</p> <p>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.</p>

Does the site warrant further Assessment?	No
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Conclusion: Rejected option.

SITE R5 - LAND FRONTING RAMPTON ROAD NORTH OF RAMPTHILL FARM (COTTENHAM)	
Site Number	R5
Location	Cottenham
Site Name / Address	Land fronting Rampton Road north of Ramptill Farm
Site Size	Large land holding owned by Cambridgeshire County Council.
Current land use	Agricultural land
Site Description & Context	The site lies to the north west of Cottenham on the road between Cottenham and Rampton. It is largely surrounded by agricultural land. 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.

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cottenham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	185m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	Yes Cambridgeshire County Council Archaeology Service state that extensive archaeological remains are known in the area and the vicinity indicating settlement from the prehistoric and Roman periods.
3d. Is the site within or in close proximity to a hazardous area?	Flood Zone 3 adjoins to the east of the site, but a site of sufficient scale could be identified avoiding the flood zone. There may be some adverse noise impact from the adjacent Ramptill Farm but the nature and degree is unknown.

<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>No</p> <p>Cambridgeshire County Council Archaeology Service consider it unlikely that mitigation could be achieved even with further information. They have objected on the basis that the potential impact on historic environment would be likely to preclude development.</p> <p>Noise may be a material consideration. However, considering the separation distance to the site it is likely that noise mitigation measures such as a perimeter noise barrier / fence could reduce noise to an acceptable level in accordance with PPG 24, and could be secured by condition or similar.</p>
<p>Tier 1 Conclusion</p>	<p>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.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R6 - LAND FRONTING RAMPTON ROAD SOUTH OF RAMPTHILL FARM (COTTENHAM)	
Site Number	R6
Location	Cottenham
Site Name / Address	Land fronting Rampton Road south of Ramphill Farm
Site Size	Large land holding owned by Cambridgeshire County Council.
Current land use	Agricultural land
Site Description & Context	<p>The site lies to the north west of Cottenham. It adjoins the edge of the village. There is residential development to the south- east. There are farm buildings to the north, and open agricultural land.</p> <p>To the west and south-west are views to adjacent sports fields and allotments. The relatively high ground allows long views across the fens to the north and north–east over the maturing Community Woodland to trees on the horizon nearly 2km away which are clearly visible. The frontage to the site itself, approximately 90m in length, features a strong hawthorn hedge. The site lies in ‘The Fens’ Landscape Character Area.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cottenham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	Adjoining
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	<p>Yes</p> <p>Cambridgeshire County Council Archaeology Service state that extensive archaeological remains are known in the area and the vicinity indicating settlement from the prehistoric and Roman periods.</p>

<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>There may be some adverse noise impact from the adjacent Ramptill Farm but the nature and degree is unknown.</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>No</p> <p>Cambridgeshire County Council Archaeology Service state that development of this site would be likely to have a significant adverse impact on the historic environment and would object to this option.</p> <p>Noise may be a material consideration. However, considering the separation distance to the site it is likely that noise mitigation measures such as a perimeter noise barrier / fence could reduce noise to an acceptable level in accordance with PPG 24, and could be secured by condition or similar.</p>
<p>Tier 1 Conclusion</p>	<p>The area lies to the north west of Cottenham, adjoining the edge of the village.</p> <p>There are concerns with regard to the impact on the historic environment sufficient for the County Council Archaeology Service to recommend rejection.</p> <p>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.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R7 - LAND FRONTING TWENTY PENCE ROAD (EASTERN PART) (COTTENHAM)	
Site Number	R7
Location	Cottenham
Site Name / Address	Land fronting Twenty Pence Road
Site Size	Large land holding owned by Cambridgeshire County Council.
Current land use	Agricultural land
Site Description & Context	<p>The site forms part of agricultural fields, with some hedges, and trees, that front onto Twenty Pence Road northeast of Cottenham.</p> <p>Approximately 500m to the south-west is the grade 1 listed All Saints Church, the northern edge of Cottenham's Conservation Area and High Street. Opposite the site is the Brookfield Business Park and industrial area. The fields and paddocks adjacent to the site are small or mediums sized, and are bounded by thick, mature hedgerows. The site itself has a fairly narrow, open frontage, featuring a ditch and a significant drop from the road edge to the site itself. To the east of the site the landscape opens up to the large fields and long views of the fenland landscape.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cottenham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	520m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	No
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	No
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No

<p>3c. Is the site within or in close proximity to a valued area?</p>	<p>Yes</p> <p>Cambridgeshire County Council Archaeology Service indicate that the site is located to the north of the medieval parish All Saints Church in an area likely to be developed in the late Saxon and medieval period.</p>
<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>Yes</p> <p>The site is directly opposite Brookfield Business Park, which is occupied by several industrial type uses. Edwards Office Furniture (manufacturing Bespoke Furniture) and Malary Environmental Services are within 10m of the site. Malary is a large site authorised by the Environmental Agency under the Pollution Prevention Control Regulations as a Waste Oil Treatment Facility involving the disposal of waste oils greater than 10 tonnes a day. Other activities are undertaken and the site has a large workshop.</p> <p>There are concerns about the noise impact of these industrial type uses and placing noise sensitive receptors into an existing noisy environment. There is also the issue of oil malodour from the Malary Site.</p> <p>Land contamination issues would also require investigation.</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>No</p> <p>Cambridgeshire County Council Archaeology Service consider it unlikely that mitigation could be achieved even with further information. They have objected on the basis that the potential impact on historic environment would be likely to preclude development.</p> <p>This site would require a full noise and odour feasibility assessment including consideration of financial viability. It is uncertain whether on site measures would provide sufficient mitigation.</p>
<p>Tier 1 Conclusion</p>	<p>The site is on the margin of meeting the access to key facilities tests.</p> <p>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</p>

	<p>sufficient mitigation.</p> <p>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.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R8 - LAND FRONTING TWENTY PENCE ROAD (WESTERN PART) (COTTENHAM)	
Site Number	R8
Location	Cottenham
Site Name / Address	Land fronting Twenty Pence Road
Site Size	Large Land Holding owned by Cambridgeshire County Council
Current land use	Agricultural land
Site Description & Context	<p>The site forms part of agricultural fields, with some hedges and trees, that front onto Twenty Pence Road northeast of Cottenham.</p> <p>The site adjoins the village framework, and adjoins an access road to a small employment development. To the west there is an area of residential development. The frontage of the field is enclosed by a hedge, and forms a long narrow strip approximately 30m wide. Approximately 150m to the south set on higher ground is the grade 1 listed All Saints Church, the northern edge of Cottenham's Conservation area and High Street, which features many listed buildings. From here Twenty Pence road curves and drops downhill to the open fen landscape through a number of small fields and paddocks, well hedged and featuring mature willow and poplar trees. Some views to the wider fen landscape are possible through the trees.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cottenham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	140m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No

<p>3c. Is the site within or in close proximity to a valued area?</p>	<p>Yes</p> <p>Cambridgeshire County Council Archaeology Service indicate that the site is located to the north of the medieval parish All Saints Church in an area likely to be developed in the late Saxon and medieval period.</p>
<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>Yes</p> <p>Site is adjacent to a depot, which is currently occupied by a roofing company. There would therefore be concerns about the noise impact of this light industrial type use and placing noise sensitive receptors into an existing noisy environment. It would require detailed noise assessment before it could be allocated.</p> <p>Land contamination issues would also require assessment.</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>No</p> <p>Cambridgeshire County Council Archaeology Service consider it unlikely that mitigation could be achieved even with further information. They have objected on the basis that the potential impact on historic environment would be likely to preclude development.</p> <p>It is unknown whether noise issues could be overcome.</p>
<p>Tier 1 Conclusion</p>	<p>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.</p> <p>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.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R9 - SMITHY FEN (COTTENHAM)	
Site Number	R9
Location	Cottenham
Site Name / Address	Smithy Fen
Site Size	4.4 ha.
Current land use	Unauthorised Traveller Pitches and former unauthorised pitches
Site Description & Context	<p>Smithy Fen is part of the countryside to the northeast of Cottenham. A rectangular tract of land within Smithy Fen, approximately 7.5ha in extent, has seen extensive caravan development.</p> <p>There are two areas of authorised development at Smithy Fen that have the benefit of permanent planning permission, totalling 48 pitches. These are situated to the north and south of the larger area, and are not the subject of this appraisal.</p> <p>Between these two authorised sites, there is an area of land that is the subject of this assessment. The allocation of this central site taken with the adjacent authorised sites could result in a overall development of over 100 pitches, which has previously been demonstrated as inappropriate through the planning application and appeals process.</p> <p>The areas most recently occupied as unauthorized development are at Orchard Drive, Victoria Lane and Victoria View, although currently there are only a small number of caravans on the sites.</p> <p>The site is located in open fen landscape approximately 160 m to the north east of Lockspit Hall drove. Incomplete hedgerows and several stands of mature conifers, bound the site itself. In contrast to the small fields and paddocks, hedges and mature willow and poplar trees of the village edge along Twenty Pence Road, fields are large, flat and of regular shape, divided by scattered hedgerows and wet ditches. The major drain of Cottenham Lode flows to the south of the site. To the south-west set on higher ground, is the grade 1 listed All Saints Church, the northern edge of Cottenham's Conservation area and High Street, which features many listed buildings.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cottenham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	660m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	No
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	No
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	Yes Public Right of Way runs along Cottenham Lode. The site is located around 700m from Scheduled Monument (SM 66). Bullocks Haste, a Roman settlement considered to be of national importance.
3d. Is the site within or in close proximity to a hazardous area?	Yes Site is located entirely within Flood Zone 3.
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	According to PPS25 caravans and mobile homes intended for permanent residential use are classified as highly vulnerable, and should not be allocated in Flood Zone 3. County Council Archaeology indicates that the proximity to the scheduled monument would require advice and input from English Heritage were the site to be allocated. The formation of the Scheduled Monument site to the north extends towards the development area at Smithy Fen, and runs underneath the site.
Tier 1 Conclusion	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

	<p>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 caravans and mobile homes intended for permanent residential use are classified as highly vulnerable, and should not be allocated in Flood Zone 3.</p> <p>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.</p> <p>Smithy Fen fails this assessment on a number of criteria is a rejected option.</p>
<p>Does the site warrant further Assessment?</p>	<p>No.</p>

Conclusion: Rejected option.

SITE R10 - BUTTON END (HARSTON)	
Site Number	R10
Location	Harston
Site Name / Address	Button End
Site Size	0.15 ha
Current land use	Gypsy and Traveller site with temporary planning consent for a named occupier
Number of Pitches	Currently in uses as 1 pitch
Site Description & Context	<p>Button End is an area of sporadic residential development in the rural area to the north of Harston. The site is located in a spacious gap between two dwellings on the north-eastern side of Button End.</p> <p>The local field pattern is of a mixture of sizes with the smaller plots being closer to the village or on the road frontages. The fields are divided by substantial hedges and small blocks of woodland which create a rather intimate village edge character, and a low lying landscape with few long views.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Harston
1b. Stage in development sequence	Group Village
1c. Distance to edge of nearest settlement	465m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	Yes
3b. Does the site comprise previously developed land?	No Although the site is currently in use, conditions require removal of materials and equipment associated with the use when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	No

<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>N/A</p>
<p>Tier 1 Conclusion</p>	<p>The site is located near to a Group village, and is located in the Green Belt north of the village.</p> <p>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, and therefore it should be rejected.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R11 - LAND SOUTH OF MANOR PARK (HISTON)	
Site Number	R11
Location	Histon
Site Name / Address	Land south of Manor Park
Site Size	Land holding owned by Cambridgeshire County Council
Current land use	Former agricultural land
Site Description & Context	The area mainly comprises open grassland. The northwest third of the site is woodland, crossed by a number of footpaths. It can be accessed via a footpath running through a gap between houses from Manor Park. A Public Right of Way runs along the rear of the dwellings along Manor Park, separated from main area of this site in some places by a hedge. The site adjoins the developed area of Histon, with the housing of Manor Park to the north. The Guided Bus runs along the southwest boundary of the site (the nearest stop is at Station Road), beyond which lies a significant tree belt, and then open agricultural fields. The Chivers Way factory complex lies to the south east of the site, separated from the site by a significant hedge.

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Histon
1b. Stage in development sequence	Rural Centre
1c. Distance to edge of nearest settlement	Adjoining
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No

<p>3c. Is the site within or in close proximity to a valued area?</p>	<p>Yes</p> <p>Cambridgeshire County Council Archaeology Service indicate The site is located in an area of high archaeological potential. Cropmarks to the south indicate the location of probable areas of late prehistoric and / or Roman settlement.</p> <p>In addition it should be noted that the Submission Site Specific Policies DPD proposes to allocate the site for open space. This proposal would be lost if the land were allocated for an alternative use.</p> <p>A public right of way runs to the south of the properties fronting Manor Park.</p>
<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>Yes</p> <p>The southeast of the site has a boundary with Premier Foods Ltd, involved in the manufacture and packing of retail, foodservice and industrial preserves, Park Farm to the South and the South West of the Site is bounded by the old railway line that will operate as part of the Cambridge Guided Bus. Traffic noise from the CGB and noise from any commercial / industrial / agricultural uses that will remain on the periphery require careful consideration. The factory also has several solid / liquid effluent waste treatment tanks in close proximity to the South East of the site, which have the potential to generate malodour that could have an impact on any future residential development.</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>Development as a Travellers site would introduce sensitive receptors into this environment. It is unlikely mitigation measures would be viable. The site would require detailed investigation before it could be considered. Investigation of land contamination issues would also be required.</p> <p>Cambridgeshire County Council Archaeology Service indicate that the site should be subject to a programme of archaeological investigation in advance of development, secured through the inclusion of a negative condition in any planning consent.</p>

<p>Tier 1 Conclusion</p>	<p>Although the site is located at a Rural Centre and is not within the Green Belt, there are a number of issues that prevent it being considered as a reasonable option. It cannot be concluded at this stage that a site could be developed in a way that could overcome the issues of noise and odour created by surrounding industrial land uses. The site is also proposed for allocation in the Site Specifics DPD for recreation uses. It cannot be demonstrated that appropriate highways access is achievable or viable, as the site lies behind existing development.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R12 - FORMER CAMBRIDGESHIRE COUNTY COUNCIL TRAVELLER SITE, KNEESWORTH ROAD (MELDRETH)	
Site Number	R12
Location	Meldreth
Site Name / Address	Former Cambridgeshire County Council Traveller Site, Kneesworth Road.
Site Size	1.96 ha
Current land use	Comprises disused pitches.
Number of Pitches (Existing or Proposed)	Previously used for 15 pitches
Site Description & Context	The site lies just outside Meldreth. This former Local Authority Travellers site was closed in 1996. The site is still laid out as 15 small pitches, each with a small amenity block. The site lies opposite two existing Travelling Showpeople sites. It adjoins agricultural land, and a few isolated dwellings. Wider landscape impact is limited due to significant tree and hedge planting around the site.

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Meldreth
1b. Stage in development sequence	Group Village
1c. Distance to edge of nearest settlement	670m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	No
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	Yes
3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	N/A

<p>Tier 1 Conclusion</p>	<p>This former site was closed in 1996. There would be delivery benefits from allocation of this site, as much on 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.</p> <p>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.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R13 - CAMSIDE FARM, CHESTERTON FEN ROAD, MILTON (CAMBRIDGE)	
Site Number	R13
Location	Cambridge
Site Name / Address	Camside Farm, Chesterton Fen Road, Milton
Site Size	0.13 ha.
Current land use	Unauthorised site
Number of Pitches	1 pitch (currently in use for 1 pitch)
Site Description & Context	<p>This site is on the east side of Chesterton Fen Road. It lies within the curtilage of an existing bungalow, and has been occupied by two mobile homes. To the north and to the west there is an existing Traveller site, to the east there are farm buildings. There is open land to the south.</p> <p>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. There is development along the length of the western side of the road, but it is more sporadic on the eastern side. To the south Chesterton Fen Road includes some industrial and commercial development, but further north near to this site the primary land use is Gypsy and Traveller pitches.</p> <p>The surrounding area is generally flat and much of the land is open in character. The site lies near the junction of the Bedfordshire and Cambridgeshire Claylands and The Fens Landscape Character Areas, although both sites are more dominated by the urban edge of Cambridge and adjacent River Cam and railway lines. The local field pattern is of fairly narrow small to medium sized plots and nearly all the development has stayed within the historic boundaries, although the typical boundary hedges and small trees (which can still be seen in some open paddocks to the east) have largely been removed.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cambridge (Chesterton)
1b. Stage in development sequence	Edge of Cambridge

1c. Distance to edge of nearest settlement	480m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	Yes
3b. Does the site comprise previously developed land?	Yes (curtilage of dwelling)
3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	Yes The site is within Flood Zone 3
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	According to PPS25 caravans and mobile homes intended for permanent residential use are classified as highly vulnerable, and should not be allocated in Flood Zone 3.
Tier 1 Conclusion	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.
Does the site warrant further Assessment?	No

Conclusion: Rejected option.

SITE R14 - LAND WEST OF CHESTERTON FEN ROAD, MILTON (CAMBRIDGE)	
Site Number	R14
Location	Cambridge
Site Name / Address	Land west of Chesterton Fen Road, Milton
Site Size	5.8 ha
Current land use	Agricultural
Number of Pitches (Existing or Proposed)	Large site could potentially accommodate a significant number of pitches.
Site Description & Context	<p>The site is on the north-eastern outskirts of the City in an area known as Chesterton Fen. The surrounding area is generally flat and much of the land is open in character. The Cambridge to Ely railway line runs to the west, the river Cam and a towpath lie to the east and the A14 to the north. 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 is on the western side of the road. There is a skip hire business in the south of the site, and agricultural style buildings to the north. The remainder is open land, including significant tree coverage on the western side. There is open land to the east, including views across to the river. There are Gypsy and Traveller pitches to the south, including Sandy Park which is a site option in this document.</p> <p>The site was put forward through representations on the Issues and Options 1 consultation.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Cambridge (Chesterton)
1b. Stage in development sequence	Edge of Cambridge
1c. Distance to edge of nearest settlement	Adjoining Cambridge City boundary
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	Yes
3b. Does the site comprise previously developed land?	No (A small part of the southern part of the site is previously developed land)

3c. Is the site within or in close proximity to a valued area?	No
3d. Is the site within or in close proximity to a hazardous area?	Yes Within Flood Zone 3. Northern part of the site lies within 100m of Cambridge Wastewater Treatment Works.
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	According to PPS25 caravans and mobile homes intended for permanent residential use are classified as highly vulnerable, and should not be permitted in Flood Zone 3. Application of the sequential test would also require options in other flood zones at lower risk to be considered first. The Environment Agency indicate that the land has not been subject to a site specific Flood Risk Assessment. Milton sewage works is in close proximity to the north. The Council's Environmental Health service has received numerous complaints regarding malodour from the sewage works. An odour assessment would be required.
Tier 1 Conclusion	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.
Does the site warrant further Assessment?	No

Conclusion: Rejected option.

SITE R15 - LAND AT WILLINGHAM ROAD (OVER)	
Site Number	R15
Location	Over
Site Name / Address	Land at Willingham Road
Site Size	Large land holding owned by Cambridgeshire County Council.
Current land use	Agricultural land
Site Description & Context	The site is set on gently rising land to the south of Willingham Road. The local landscape character is of open medium and large sized fields with sparse and scattered hedgerows. The frontage to the site is open and there are long views to Over – approximately 560m away, and Willingham – approximately 1100m away - the edges of both villages being clearly visible. Scattered development is spread along the road between the two villages – The Bungalow and its outbuildings, the three houses opposite, and Dockerel and Cold Harbour farms. The water tower to the south of the site is a notable local feature.

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Over
1b. Stage in development sequence	Group Village
1c. Distance to edge of nearest settlement	360m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	Yes Cambridgeshire County Council Archaeology Service indicate that the site is located on the site of an enclosure, known from cropmarks and likely to date from the late prehistoric or Roman period. The frontage of Mill Road was proposed in the Submission LDF 2006 as an Important

	Countryside Frontage.
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	<p>No Cambridgeshire County Council Archaeology Service considers it unlikely that mitigation could be achieved, and the potential impact on historic environment would be likely to preclude development.</p> <p>Impact on the proposed Important Countryside Frontage would need to be considered. The most direct impact would likely be from a site fronting Mill Road. There is a substantial treed area on the part of the Willingham Road frontage nearest the village. A site further way from the village at the water tower access road could be considered, but would impact on views from the village edge.</p>
Tier 1 Conclusion	<p>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.</p> <p>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.</p> <p>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.</p>
Does the site warrant further Assessment?	No

Conclusion: Rejected option.

SITE R16 - LAND SOUTH OF WILLINGHAM ROAD AND WEST OF MILL ROAD (OVER)	
Site Number	R16
Location	Over
Site Name / Address	Land south of Willingham Road and west of Mill Road
Site Size	Large land holding owned by Cambridgeshire County Council.
Current land use	Agricultural land
Site Description & Context	<p>Small field on the northeast edge of Over. The field itself is open land, surrounded by large hedges on all boundaries.</p> <p>The field lies at the junction of the Bedfordshire and Cambridgeshire Claylands and The Fens Landscape Character Areas. The local landscape character is of a rural village edge with substantial screening hedges, mostly of hawthorn, creating a closed and intimate landscape. These hedgerows extend some 350m beyond the site before opening up into a far more open landscape of medium-large fields and sparse hedgerows. The frontage to the site is completely screened and closed to the north and east apart from an existing field entrance on Mill Road some 85m to the south of the junction with Willingham Road. To the south and west the boundary hedgerows are substantial but not complete, allowing views over the site from houses in Cox's End and Pippin Close. A well used footpath crosses the site and the area is well used by local dog-walkers. Immediately to the east across Hill Road is a substantial orchard of about 4.3 acres.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Over
1b. Stage in development sequence	Group Village
1c. Distance to edge of nearest settlement	0m (adjacent to village framework)
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes

3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	<p>Yes</p> <p>Cambridgeshire County Council Archaeology Service indicate the site lies in an area of high archaeological potential situated within the medieval village of Over. Known archaeology within the area includes a post medieval mill (Historic Environment No. MCB13621). Furthermore, a cropmark to the immediate south-east (HER No. MCB9993) indicates the presence of an enclosure of unknown date. It is likely that this relates to the extensive prehistoric and Roman landscape evident in cropmarks to the north and the west of the modern village and includes ring ditches, trackways and enclosures (HER No's MCB12068, MCB12069, MCB9368 for example).</p> <p>The frontage of Mill Road was proposed in the Submission LDF 2006 as an Important Countryside Frontage.</p>
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	<p>Yes</p> <p>Cambridgeshire County Council Archaeology Service considers that the potential impact on the historic environment would require consideration prior to any planning application, and could require provisions for recording or preservation in situ.</p> <p>Impact on the proposed Important Countryside Frontage would need to be considered in site design.</p>
Tier 1 Conclusion	The site is reasonably accessible to the infrastructure of Over. However, there are concerns with regard to impact on the historic environment were the site to be developed, that would need to be considered.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes The local highway authority would seek that an access be provided from Willingham Road, rather than Mill Road. The former is wider, can more easily carry large vehicles and is also traffic calmed which reduces the risks associated with accidents.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (Including emergency services)? Is there sufficient capacity in the local highway network?	Yes The visibility splay from the access would need to be 2.4m x 70m.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes There are footways adjoining the site.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 210m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat hourly service during the day with more frequent services at peak times, a two hourly service in the evenings. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes There are existing properties nearby so connection is assumed possible. A combined sewer runs along Willingham Road, connection is therefore likely to be feasible.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	No
3b. If Yes, what is the total number of other pitches?	N/A
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Group Village - 8 pitches per scheme

<p>3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?</p>	<p>There are currently no plans to extend the provision of educational places in Over. Over primary schools feeds into Swavesey Village College. This is a popular, and over-subscribed secondary school which is currently full in years 7 & 8. The primary school is currently over subscribed in some year groups.</p>
<p>Tier 2 Conclusion</p>	<p>The site is accessible to the village of Over, and has reasonable access to public transport. There are currently concerns with regard to the availability of School places to meet need that would be generated by the site locally, that would need to be addressed were the site to be allocated.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 3

<p>1. Design and Impact</p>	
<p>1a. Impact on designations listed section 3 of Tier 1</p>	<p>N/A</p>
<p>1b. Impact on amenity of surrounding existing uses.</p>	<p><i>High Impact</i> - The site entrance would be directly opposite existing residential development. A number of surrounding properties directly face onto or have windows overlooking the site.</p>
<p>1c. Impact on amenity of potential site from surrounding land uses.</p>	<p><i>Low Impact</i> – the site is adjoined by roads on two sides and residential development on the other two sites.</p>
<p>1d. Impact on local character/appearance</p>	<p>There would be a low impact on the wider landscape however, impact on village character would be a <i>high impact</i>.</p> <p>The site is completely screened from the wider landscape - to the north and east by thick hawthorn hedges, and to the south and west by the housing development, hedge and tree planting on Coxs End and Pippin Close. However it is likely that substantial parts of the screening hedge would need to be removed to achieve required sightlines. This would be particularly detrimental to the existing landscape if the entrance was positioned on Willingham Road.</p> <p>In the medium term, tree and hedge planting could reduce the impact of the development to the west and south, screening the site from Cox's End and Pippin Close. Replacement of frontage hedges to the north and east to anything like the present scale would take many years to achieve. Historically the edges of the village have featured Orchards, some of which remain adjacent to the site, and so planting of a similar character could</p>

	<p>be considered.</p> <p>There would be a significant impact on the local landscape, although the impact of development of a limited scale could partially be reduced by a well-designed planting scheme, this would take several years to become effective. The character of the village entrance would be altered and there would also be a loss of amenity for adjacent properties.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	490m
<i>Food Shop</i>	450m
<i>Medical Centre</i>	1,395m
Other Amenities:	
<i>Children's Play Area</i>	320m
<i>Secondary School</i>	3,870m
<i>Postal Facility</i>	515m
<i>Bank/Cash Point</i>	515m (Post Office)
<i>Pharmacy</i>	2,820m
<i>Leisure/Recreation Centre</i>	1,355m
<i>Community Centre</i>	800m
<i>Public House</i>	530m
<i>Outdoor open access public area</i>	185m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	Yes
2c. Access to children's playspace or potential for provision on site	<p>Within 1,000m. Actual distance 320m to play area in village. There is potential for provision on site.</p>
3. Deliverability	
3a. Timing of potential delivery	Site availability would be subject to the views of Cambridgeshire County Council. Subject to land availability a site could be delivered within the plan period.
3a. Land Ownership	In public sector ownership.
3b. Notional Costings	<p>Cost of Securing Site/Land Value: 1 Cost of Demolition/Clearing: 0 Cost of Road Layout: 1 Cost of Utility Connection: 1 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 4</p>

<p>Tier 3 Conclusion</p>	<p>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.</p> <p>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.</p>
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Conclusion: Rejected option.

SITE R17 - CUCKOO LANE (1) (RAMPTON)	
Site Number	R17
Location	Rampton
Site Name / Address	Cuckoo Lane (1)
Site Size	0.053 ha (0.03 ha, 0.017 ha, and 0.006 ha)
Current land use	Gypsy and Traveller site with temporary planning consent for named occupier
Number of Pitches	3 pitches (currently in use for 3 pitches)
Site Description & Context	<p>Located in the rural area south of Rampton, the scrap yard contains a residential authorised use in association with the business. In addition, there are temporary consents for three separate mobile homes which are tested through this option.</p> <p>Cuckoo Lane runs north – south on the eastern edge of Rampton village, separating the smaller fields and paddocks of the village to the east from the larger open fields to the west. The village edge features hedges tree planting and small blocks of woodland and remnant orchard. Both sides of Cuckoo lane feature strong hedges. In the wider landscape to the west and north and south weaker hedges and open ditches and drains separate the fields. To the south the plantations of poplar trees at Oakington barracks are a prominent skyline feature.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Rampton
1b. Stage in development sequence	Infill Village
1c. Distance to edge of nearest settlement	300m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	No
2b. Is the site within 2,000 metres of a doctors surgery?	No
2c. Is the site within 2,000 metres of a food shop?	No
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No.
3b. Does the site comprise previously developed land?	No. Although the site includes consent for three mobile homes, conditions require removal when the temporary consent expires.

<p>3c. Is the site within or in close proximity to a valued area?</p>	<p>There are Public Rights of Way south of the sites along Cuckoo Lane towards Histon, and to the west towards the Northstowe site.</p>
<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>Yes</p> <p>Flood Zone 3.</p> <p>Issues regarding noise would need to be assessed given the location near a scrap yard, particularly the site located within the boundary of the scrap yard. This would be a particular concern if the sites were established independently of that use.</p> <p>Contaminated land issues would require further investigation if a site was located within the area of the scrap yard.</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>According to PPS25 caravans and mobile homes intended for permanent residential use are classified as highly vulnerable, and should not be permitted in Flood Zone 3. Additionally, sites for allocation should be considered against a sequential test, looking first to areas of lower risk. Other reasonable options have been identified in other zones.</p> <p>Before this site is allocated for permanent pitches the noise threat / constraint is would need to be thoroughly investigated and assessed having regard to PPG 24: Planning and Noise and associated noise guidance. It could be difficult to achieve appropriate mitigation measures if noise was identified as an issue.</p> <p>To the south and east field boundaries are not as strong and the scrap yard is visible from the Public Rights of Way. Planting along the site boundaries, and planting within the plots themselves could be strengthened to lessen the impact of the scrap yard.</p>
<p>Tier 1 Conclusion</p>	<p>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.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R18 - CUCKOO LANE (2) (RAMPTON)	
Site Number	R18
Location	Rampton
Site Name / Address	Cuckoo Lane (2)
Site Size	0.005 ha
Current land use	Gypsy and Traveller site with temporary planning consent for named occupier
Number of Pitches	1 pitch (currently in use for 1 pitch)
Site Description & Context	<p>The site is situated on an agricultural holding, and is surrounded by other agricultural land, and nearby agricultural buildings. The site has temporary consent for 1 mobile home.</p> <p>Cuckoo Lane runs north – south on the eastern edge of Rampton village, separating the smaller fields and paddocks of the village to the east from the larger open fields to the west. The village edge features hedges tree planting and small blocks of woodland and remnant orchard. Both sides of Cuckoo lane feature strong hedges. In the wider landscape to the west and north and south weaker hedges and open ditches and drains separate the fields. To the south the plantations of poplar trees at Oakington barracks are a prominent skyline feature.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Rampton
1b. Stage in development sequence	Infill Village
1c. Distance to edge of nearest settlement	265m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	No
2b. Is the site within 2,000 metres of a doctors surgery?	No
2c. Is the site within 2,000 metres of a food shop?	No
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No.
3b. Does the site comprise previously developed land?	No. Although the site is currently in use, conditions require removal of caravans and equipment associated with the use when the temporary consent expires.
3c. Is the site within or in close proximity to a valued area?	No

<p>3d. Is the site within or in close proximity to a hazardous area?</p>	<p>No A working farm unit may be a source of noise.</p>
<p>3e. Can any of the above be addressed through mitigation or through sensitive design of the site?</p>	<p>Where the applicant is the owner / operator of the farm then essentially they are the author or person responsible for noise. As such they have degree of control over noise and it is their livelihood and in such cases they are more tolerant and accepting of the situation. However if independently let to someone not associated with noise source then there may be statutory nuisance issues, incompatible use and a question over what standard of amenity is acceptable. This would need to be explored.</p>
<p>Tier 1 Conclusion</p>	<p>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.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R19 - FORMER CAMBRIDGESHIRE COUNTY COUNCIL TRAVELLERS SITE, MEADOW ROAD (WILLINGHAM)	
Site Number	R19
Location	Willingham
Site Name / Address	.
Site Size	1.37 ha
Current land use	Most of the site is made up of disused pitches. The first pitch has been re-worked as an emergency stopping place.
Number of Pitches	Currently in use for 1 pitch (Emergency Stopping Place). Capacity for 15 pitches.
Site Description & Context	<p>Meadow Road is an area of generally flat agricultural Fen land with few hedges. The site is some distance away from the village, surrounded by agricultural fields. The former Local Authority Travellers site comprised 15 pitches, and the site is still laid out in this format, although much of the infrastructure has been removed. The frontage of the site is currently used as a one pitch emergency stopping place.</p> <p>The site lies at the junction of the Bedfordshire and Cambridgeshire Claylands and The Fens Landscape Character Areas although the wide, flat fenland landscape is dominant. The present site occupies the northern part of the former CCC site and is surrounded by large regularly shaped fields separated by remnant hedgerows and wet ditches, although even these layers of sparse vegetation and scattered stands of Poplars do combine to give a wooded skyline as they rise to higher ground.</p> <p>To the north the frontage to Meadow Drove is entirely open. The west, east and southern boundaries are hedged for part of their length, including some substantial areas of conifer planting.</p> <p>Approximately 200m to the south-east lies Belsar's Hill an ancient fort, across which runs a public bridleway.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre

1c. Distance to edge of nearest settlement	1,010m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	Yes
3c. Is the site within or in close proximity to a valued area?	Yes The site is an area of known Roman settlement (Historic Environment Record Number 09511).
3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	Although County Council Archaeology would not object to the use of the site, any redevelopment within the site may require a programme of archaeological investigation.
Tier 1 Conclusion	The site technically fails the tier 1 tests due to being slightly over 1,000m from the development framework. However, due to being a brownfield site very close to meeting the test it will be subject to tier 2 testing.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however road is lightly travelled and safely shared with pedestrians.

1d. Access to a public transport node available via a safe walking or cycle route:	Beyond 1,000m 1205m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat - hourly service during the day, every two hours in the evening. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes The site is over 1,000m from the nearest sewer, and provision has previously been made onsite.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes
3b. If Yes, what is the total number of other pitches?	6 Pitches (5 authorised pitches and 1 emergency stopping place pitch) In addition there are 7 pitches with temporary consent, and 1 unauthorised pitch, subject to consultation through this document.
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	Development of a new site of this scale would place significant pressure on local infrastructure. This site would feed into Willingham Primary School and Cottenham, with existing transport links as appropriate. Whilst the current arrangement of only 1 pitch at the site could easily be accommodated both in terms of allocation of a school place and transport should the number of pitches be increased from the existing 1 to 15 there would be significant difficulty in accommodating an increase to the school population of possibly up to 60 children at either school. Cambridgeshire County Council policy is to ensure that families are not split up and with all neighbouring schools nearing capacity, they would

	<p>not be able to allocate places to children from this site en masse. This could mean transporting children to different schools across the county, or alternatively transporting them all to one school, able to offer places to them all. A development of 15 pitches would cause a significant issue in terms of availability of school places for any children living at the site and would have significant financial implications for Cambridgeshire County Council in order to transport these children to their nearest school with available places due to the pressure on schools in the neighbouring villages.</p> <p>An expansion of the primary school is planned in 2010 to address current and forecast demand in the catchment. It is not being planned to accommodate significant growth.</p>
<p>Tier 2 Conclusion</p>	<p>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.</p> <p>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.</p> <p>For the reasons above it is not considered suitable for further assessment.</p>
<p>Does the site warrant further Assessment?</p>	<p>No</p>

Conclusion: Rejected option.

SITE R20 - RAMPTON ROAD (WILLINGHAM)	
Site Number	R20
Location	Willingham
Site Name / Address	Rampton Road
Site Size	Large land holding owned by Cambridgeshire County Council.
Current land use	Agricultural land
Site Description & Context	<p>Site comprises agricultural land, located to the south east of Willingham.</p> <p>To the north-west of the site the entrance to Willingham and Anstee Farm are well screened by planting, including some substantial conifers, although the land between Anstee Farm and the site is open. Opposite the site Mistletoe Farm is also well screened, again with conifers. The site frontage, and both sides of Rampton Road to the south and east feature strong hedges. The field pattern is regular and plots vary in size from medium to very large, divided by wet ditches and fragmented hedges. The site rises gradually to the south offering wide views to an open landscape, with scattered trees and hedgerows on the horizon approximately 900m distant from the site.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	390m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	Yes Cambridgeshire County Council Archaeology Service indicate that there is evidence of Roman settlement to the west.

3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	Cambridgeshire County Council Archaeology Service consider it unlikely that mitigation could be achieved even with further information. They have objected on the basis that the potential impact on historic environment would be likely to preclude development.
Tier 1 Conclusion	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.
Does the site warrant further Assessment?	No

Conclusion: Rejected option.

SITE R21 - SCHOLE ROAD (7 BELSARS FIELD) (WILLINGHAM)	
Site Number	R21
Location	Willingham
Site Name / Address	Schole Road (7 Belsars Field)
Site Size	0.07 ha
Current land use	Gypsy and Traveller site with temporary planning consent
Number of Pitches	1 pitch (currently has consent for 1 pitch)
Site Description & Context	<p>This pitch is located between and to the rear of two existing authorised Gypsy and Traveller pitches which front onto Schole Road. It is relatively open, with no screening to the road. The current temporary consent allows for the siting of 3 caravans.</p> <p>To the west the edge of Willingham village featuring large narrow gardens and small paddocks. To the north, south and east the sites are surrounded by the large fenland fields separated by sparse hedgerows and wet ditches – however the hedges and occasional groups of trees do combine to give the impression of a vegetated horizon. Several stands of mature conifers are also significant in the wider area.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	235m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	Schole Road is a Public Right of Way (bridleway)
3d. Is the site within or in close proximity to a hazardous area?	No

3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	The site does not detract from the use of the bridleway.
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes Schole Road does pass a number of dwellings that front onto the road.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however Schole Road is a bridleway and is lightly trafficked, and safe for pedestrians.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 685m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes The site adjoins existing pitches so utility connections are likely to be possible. The site is 215m from a sewer.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes

3b. If Yes, what is the total number of other pitches?	6 pitches (5 authorised pitches and 1 emergency stopping place pitch.) In addition there are 10 other pitches with temporary consent, and 1 unauthorised pitch, subject to consultation through this document.
3c. Does the maximum capacity of the site reflect the settlement hierarchy?	Yes Minor Rural Centre - 15 pitches per scheme Combined with other existing permanent sites, it could form part of a group of 3 pitches, or 4 if site R22 were also developed.
3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?	No harmful impact. 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 Primary Care Trust indicate that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.
Tier 2 Conclusion	Transport infrastructure is available, including access to public transport and cycling or walking access to the village. The needs of these existing pitches are already being met by local facilities.
Does the site warrant further Assessment?	Yes

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	The site would not detract from the use of the bridleway.
1b. Impact on amenity of surrounding existing uses.	<i>Low Impact</i> - There is limited impact on the amenity of surrounding uses which comprise two existing Gypsy and Traveller pitches. There may be potential impact from traffic passing dwellings before reaching Willingham, although the number journeys generated is likely to be relatively small.
1c. Impact on amenity of potential site from surrounding land uses.	<i>Low Impact</i> - The site has a rural setting, and adjoins two existing pitches.
1d. Impact on local character/appearance	The site would have a <i>high impact</i> on the wider landscape. The site option in combination with the authorised frontage sites would create a larger area of development stretching further back into the countryside, and increasing the landscape character impact. In particular there would be impacts on views from the north and east. The site

	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,065m
<i>Food Shop</i>	1,125m
<i>Medical Centre</i>	850m
Other Amenities:	
<i>Children's Play Area</i>	1,635m
<i>Secondary School</i>	6,330m
<i>Postal Facility</i>	1,605m
<i>Bank/Cash Point</i>	1,575m (bank)
<i>Pharmacy</i>	850m
<i>Leisure/Recreation Centre</i>	5,025m
<i>Community Centre</i>	1,635m
<i>Public House</i>	1,125m
<i>Outdoor open access public area</i>	1,525m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	<p>Beyond 1,000m</p> <p>The nearest play area is within the village of Willingham. The site is small and there is limited potential for provision on site.</p>

3. Deliverability	
3a. Timing of potential delivery	Allocation of the existing sites with temporary planning consent would contribute to the early delivery of permanent Gypsy/Traveller pitches, enabling provision to contribute towards the 2006 to 2011 requirements of the East of England Plan.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	<p>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.</p> <p>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.</p>

Conclusion: Rejected

SITE R22 - LAND NORTH OF THE STABLES, SCHOLE ROAD (WILLINGHAM)	
Site Number	R22
Location	Willingham
Site Name / Address	Land north of The Stables, Schole Road
Site Size	0.07 ha
Current land use	Unauthorised site
Number of Pitches	1 pitch
Site Description & Context	<p>This land is located to the rear of an existing authorised site called The Stables which fronts onto Schole Road. There are partial hedges on the western boundary of the site, but there is limited landscaping around most of the boundaries. The site option extends back to be in line with the site option to the east, but does not include the full extent of land that has been used as an unauthorised site to the rear.</p> <p>To the west, the edge of Willingham village features large narrow gardens and small paddocks. To the north, south and east the site is surrounded by the large fenland fields separated by sparse hedgerows and wet ditches – however the hedges and occasional groups of trees do combine to give the impression of a vegetated horizon. Several stands of mature conifers are also significant in the wider area.</p>

TIER 1

1. Relationship to Settlements	
1a. Nearest settlement	Willingham
1b. Stage in development sequence	Minor Rural Centre
1c. Distance to edge of nearest settlement	205m
2. Key Social Infrastructure	
2a. Is the site within 2,000 metres of a primary school?	Yes
2b. Is the site within 2,000 metres of a doctors surgery?	Yes
2c. Is the site within 2,000 metres of a food shop?	Yes
3. Environmental Constraints	
3a. Is the site within the Green Belt?	No
3b. Does the site comprise previously developed land?	No
3c. Is the site within or in close proximity to a valued area?	Schole Road is a Public Right of Way (bridleway)

3d. Is the site within or in close proximity to a hazardous area?	No
3e. Can any of the above be addressed through mitigation or through sensitive design of the site?	The site would not detract from the use of the bridleway.
Tier 1 Conclusion	The site meets the locational criteria, and is not subject to any high level constraints.
Does the site warrant further Assessment?	Yes

TIER 2

1. Transport Infrastructure	
1a. Where access involves routes through built-up areas, is access available by distributor roads without the need to use more local roads within industrial areas, recognised commercial areas or housing areas?	Yes Schole Road does pass a number of dwellings that front onto the road.
1b. Can the site be serviced by an independent vehicular access point, which adheres to the highway authority's guidance and standards (including emergency services)? Is there sufficient capacity in the local highway network?	Yes The local highway authority indicates that no significant adverse effect upon the Public Highway should result from this option.
1c. Does the site have a safe pedestrian or cycle access/route to the nearest local area centre (or could one be provided)?	Yes No footpath available, however Schole Road is a bridleway and is lightly trafficked, and safe for pedestrians.
1d. Access to a public transport node available via a safe walking or cycle route:	Within 1,000m 685m (bus stop)
1e. The nearest public transport node provides what quality?	Hourly Public Transport service available. Mon-Sat: hourly service during the day, every two hours in the evening. No service on Sundays.
2. Site Infrastructure	
2a. Is basic infrastructure (water, electricity, drainage) available on site or within a reasonable distance away from the site to enable a practical connection?	Yes The site adjoins existing pitches so utility connections are likely to be possible. The site is 215m from a sewer.
2b. Does this basic infrastructure have the capacity to serve the maximum site capacity? (If No, are there measures that can be taken to address this?)	No known issues.
3. Local Area Infrastructure	
3a. Is the site located within 1,000m of other Gypsy/Traveller pitches/sites?	Yes

<p>3b. If Yes, what is the total number of other pitches?</p>	<p>6 pitches (5 authorised pitches and 1 emergency stopping place pitch.)</p> <p>In addition there are 11 pitches with temporary consent, and 1 unauthorised pitch, subject to consultation through this document.</p>
<p>3c. Does the maximum capacity of the site reflect the settlement hierarchy?</p>	<p>Yes Minor Rural Centre - 15 pitches per scheme</p> <p>Combined with other existing permanent sites, and the temporary consent subject to consultation (site 13) it could form part of a group of 4 pitches.</p>
<p>3d. Would there be any harmful impact to local physical/social infrastructure should additional pitches be permitted? Could these impacts be overcome?</p>	<p>Cambridgeshire County Council Education Service indicate that were additional sites to be developed in Willingham they currently would not be able to accommodate the children at their local primary school and would therefore have to transport these children to the nearest available school. This would be highly undesirable. When placing Traveller pupils in schools, Cambridgeshire County Council wherever possible endeavours to ensure that siblings are not separated. An expansion of the primary school is planned in 2010 to address current demand in the catchment and forecast demand. Before a site were developed it would need to be identified whether there was sufficient capacity in local schools to meet the needs of the site.</p> <p>The Primary Care Trust indicate that health facilities are sufficient to meet needs. There are no specific capacity issues with regard to GP services.</p>
<p>Tier 2 Conclusion</p>	<p>Transport infrastructure is available, including access to public transport and cycling or walking access to the village. With regard to infrastructure in the local area, the primary school has reached full capacity, and plans are being drawn up by Cambridgeshire County Council to increase capacity. The earliest date this would be available would be September 2010. Until capacity was available there would be problems accommodating additional pupils. It would therefore be important that if this option is selected it is only developed when local school accommodation is available.</p>
<p>Does the site warrant further Assessment?</p>	<p>Yes</p>

TIER 3

1. Design and Impact	
1a. Impact on designations listed section 3 of Tier 1	The site would not detract from the use of the bridleway.
1b. Impact on amenity of surrounding existing uses.	<i>Low Impact</i> - There is limited impact on the amenity of surrounding uses which comprise two existing Gypsy and Traveller pitches. There may be potential impact from traffic passing dwellings before reaching Willingham, although the number journeys generated is likely to be relatively small as a result of one pitch.
1c. Impact on amenity of potential site from surrounding land uses.	<i>Low Impact</i> - The site has a rural setting, and adjoins two existing pitches.
1d. Impact on local character/appearance	<p>The site would form an extension to an existing permanent site north of Schole Road and have a high <i>impact</i> on the wider landscape.</p> <p>It would create development set back from the road as far north as the boundary of the '7 Belsars Field' site to the east which is also the subject of consultation. The site option does not include the full extent of land that has been used to the rear, which would have a greater impact on landscape character.</p> <p>The site option in combination with the authorised frontage sites would create a larger area of development stretching further back into the countryside, and increasing the landscape character impact. 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.</p> <p>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.</p> <p>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.</p>

2. Access to other facilities	
2a. Actual walking distance to local services / amenities	
Key Amenities:	
<i>Primary School</i>	1,065m
<i>Food Shop</i>	1,125m
<i>Medical Centre</i>	850m
Other Amenities:	
<i>Children's Play Area</i>	1,635m
<i>Secondary School</i>	6,330m
<i>Postal Facility</i>	1,605m
<i>Bank/Cash Point</i>	1,575m (bank)
<i>Pharmacy</i>	850m
<i>Leisure/Recreation Centre</i>	5,025m
<i>Community Centre</i>	1,635m
<i>Public House</i>	1,125m
<i>Outdoor open access public area</i>	1,525m
2b. Is the site within 1,000m of 5 or more of the above Local Amenities?	No
2c. Access to children's playspace or potential for provision on site	Beyond 1,000m The nearest play area is within the village of Willingham. The site is small and there is limited potential for provision on site.
3. Deliverability	
3a. Timing of potential delivery	Due to infrastructure availability, if the site were allocated it would be appropriate to phase development to insure adequate infrastructure was available to meet needs generated. Therefore it could contribute to longer-term growth in the 2011 to 2016 period.
3b. Land Ownership	In Gypsy/Traveller ownership.
3c. Notional Costings	Cost of Securing Site/Land Value: 0 Cost of Demolition/Clearing: 0 Cost of Road Layout: 0 Cost of Utility Connection: 0 Cost of Landscaping: 1 Cost of Mitigation: 0 Total Cost: 1
Tier 3 Conclusion	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.

Conclusion: Rejected.

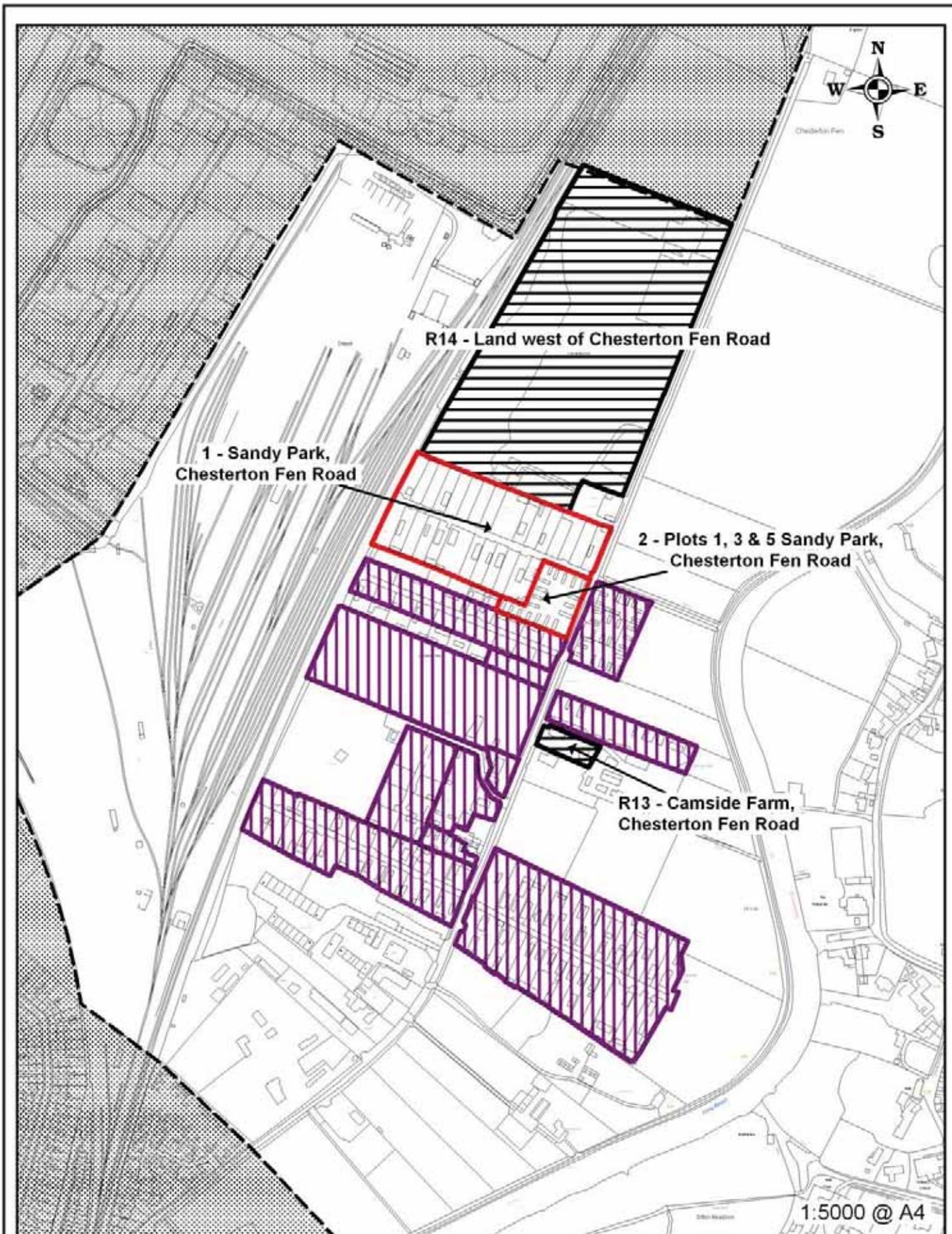
D. LOCATION AND CONSTRAINTS MAPS FOR SITE OPTIONS AND REJECTED SITES BY VILLAGE

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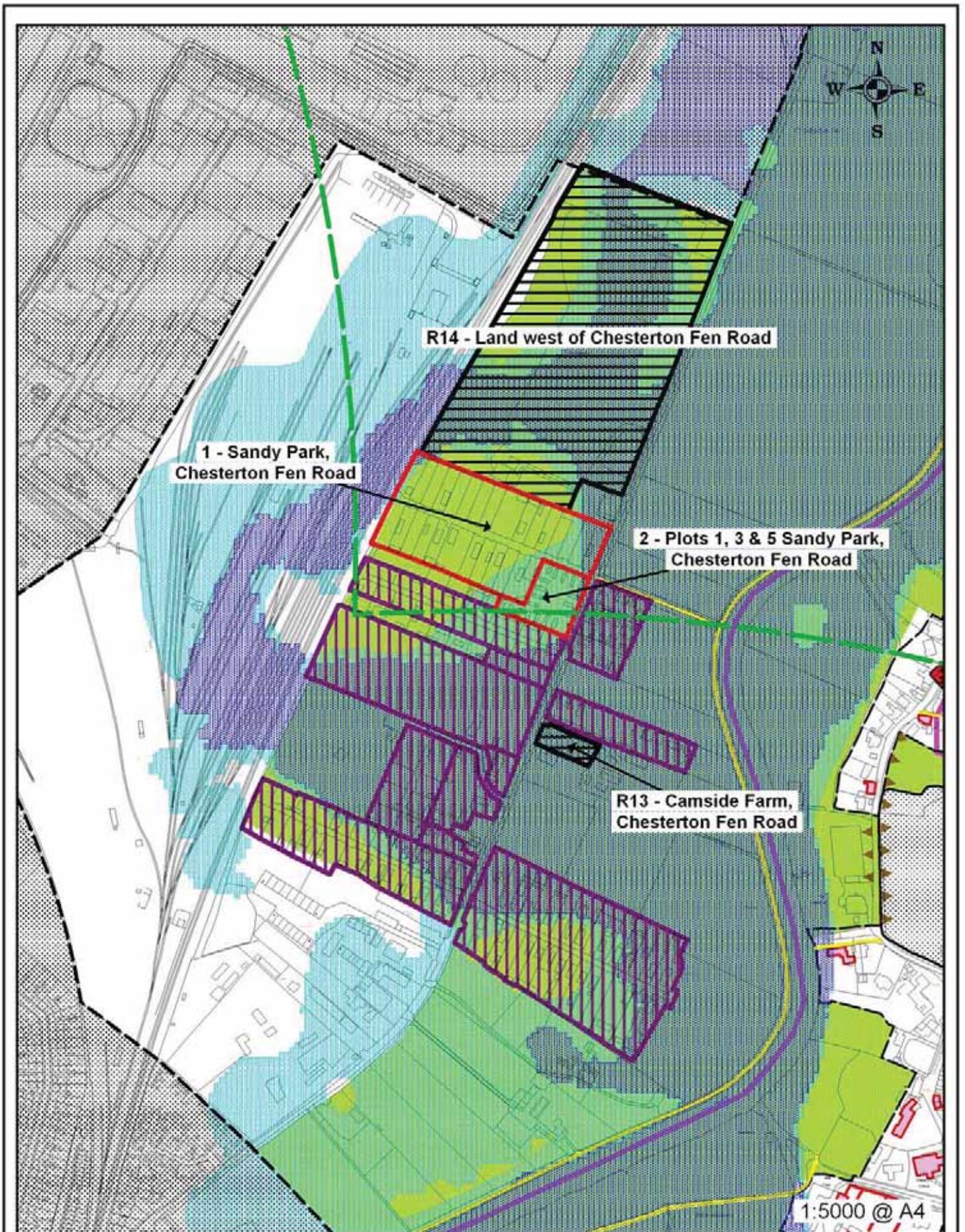
Map No. Map Title

- D1a Chesterton Fen Road Location Map
- D1b Chesterton Fen Road Constraints Map
- D2a Cambridge East Location Map
- D2b Cambridge East Constraints Map
- D3a North West Cambridge (Map 1 of 2) Location Map
- D3b North West Cambridge (Map 2 of 2) Location Map
- D3c North West Cambridge (Map 1 of 2) Constraints Map
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- D4a Northstowe Location Map
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Key	
	Gypsy & Traveller Site Option
	Major Development Site - Site Option
	Rejected Site Option
	Authorised Gypsy & Traveller Site
	Authorised Travelling Showpeople Site
	1000m buffer of Development Framework
	1000m buffer of Cambridge City
	2000m buffer of Food Shop, General Practitioner and Primary School
	2000m buffer of Food Shop, General Practitioner and Primary School within Cambridge City
	Air Quality Management Area
	Area outside of District
	Bus Stop
	Childrens Playspace
	Conservation Area (Policy CH/5)
	County Wildlife Site (Policy NE/7)
	Development Frameworks (Policy DP/7)
	Environment Agency Flood Zone 2 - Medium Risk (Policy NE/11)
	Environment Agency Flood Zone 3 - High Risk (Policy NE/11)
	Food Shop
	General Practitioners
	Green Belt (Policies ST/1 & GB/1)
	Historic Parks & Gardens (Policy CH/1)
	Important Countryside Frontage (Policy SE11)
	Listed Building
	Local Nature Reserve (Policy NE/7)
	Major Developed Site in the Green Belt (Policy GB/4)
	Outdoor Sports Area
	Post Office
	Primary School
	Protected Village Amenity Area (Policy SE10)
	Right of Way
	Scheduled Monument (Policy CH/2)
	Secondary School
	Site of Special Scientific Interest (Policy NE/7)
	Tree Preservation Order

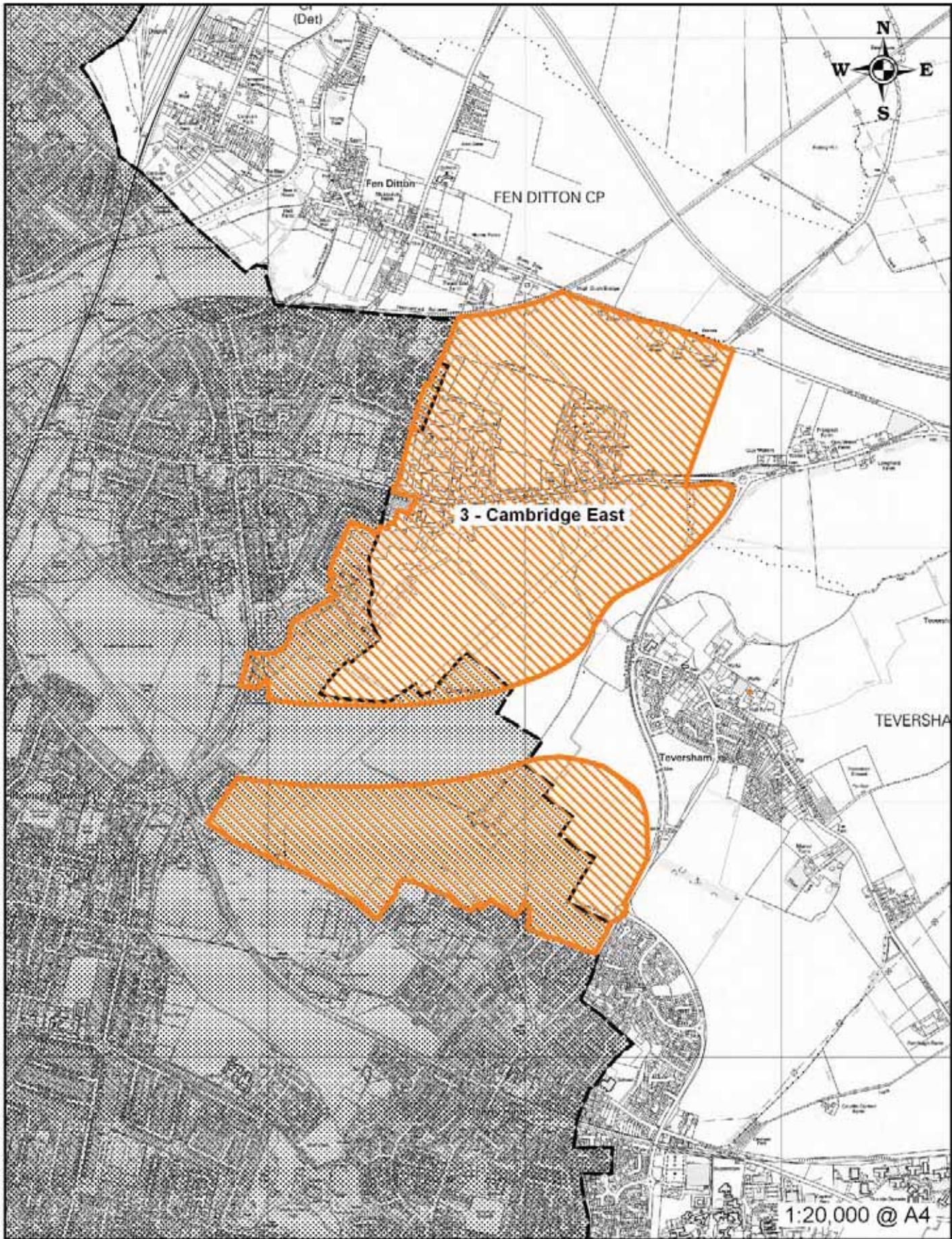


Chesterton Fen Road, Milton Location Map



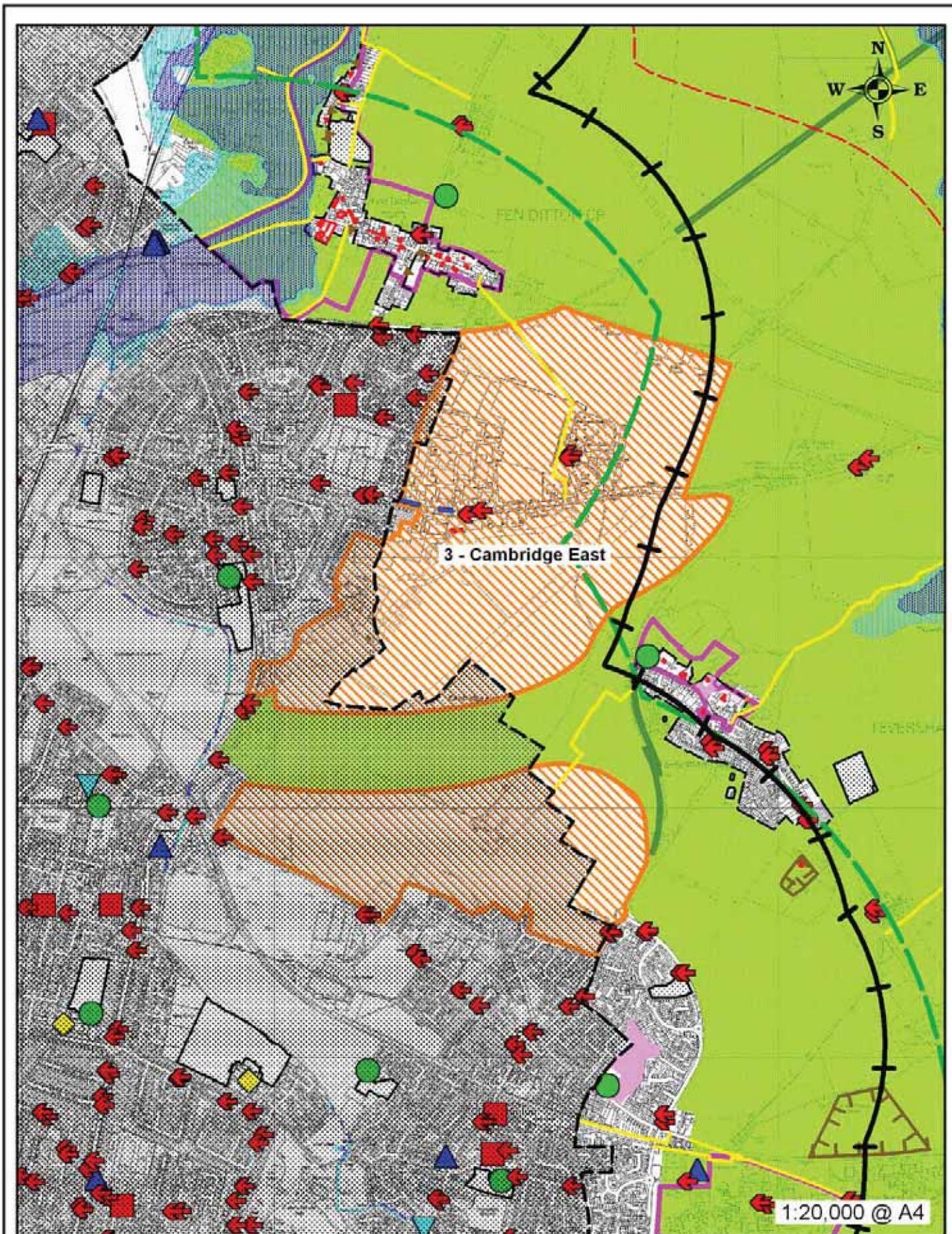
Chesterton Fen Road, Milton Constraints Map

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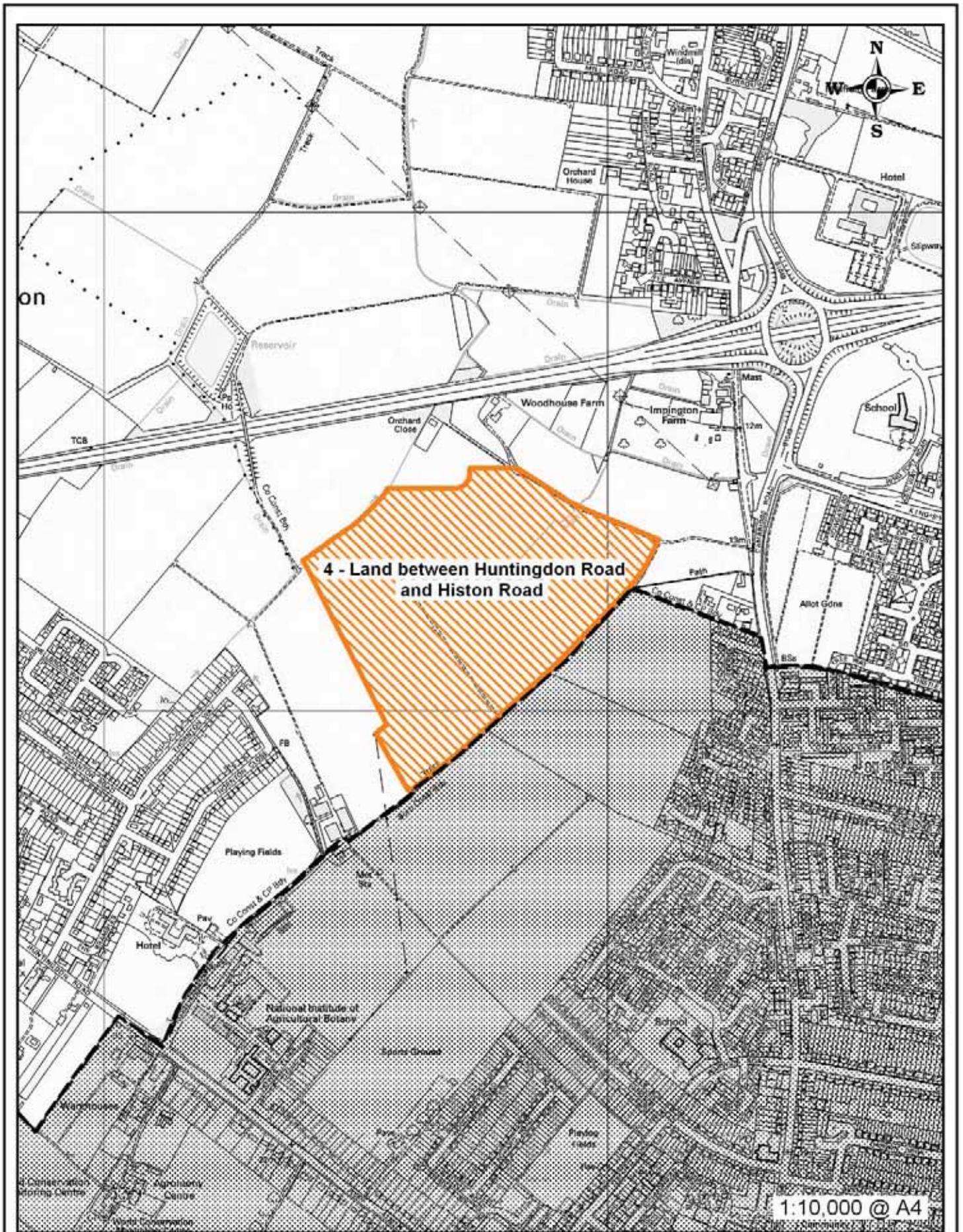
Cambridge East Location Map

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Cambridge East Constraints Map

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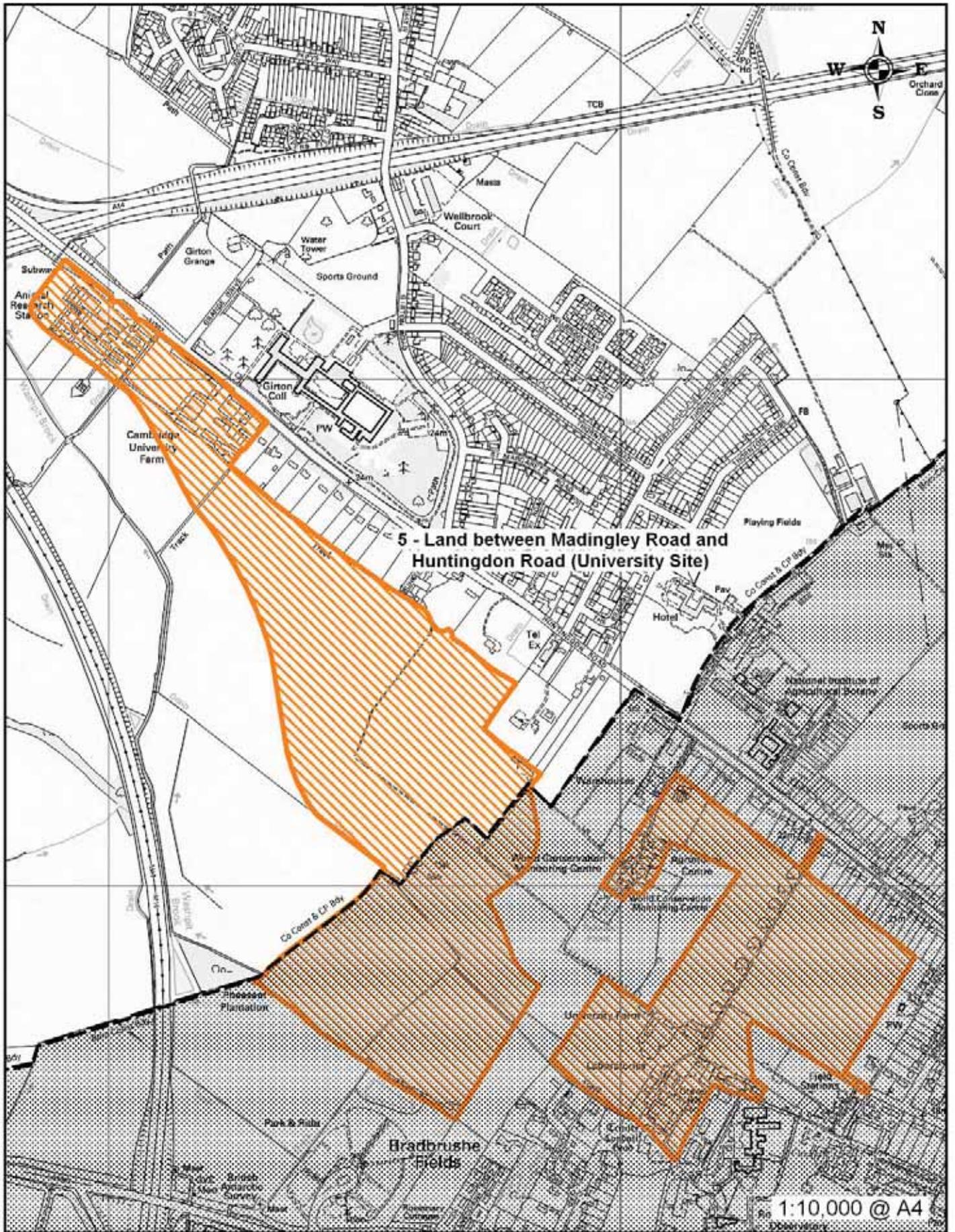


4 - Land between Huntingdon Road and Histon Road



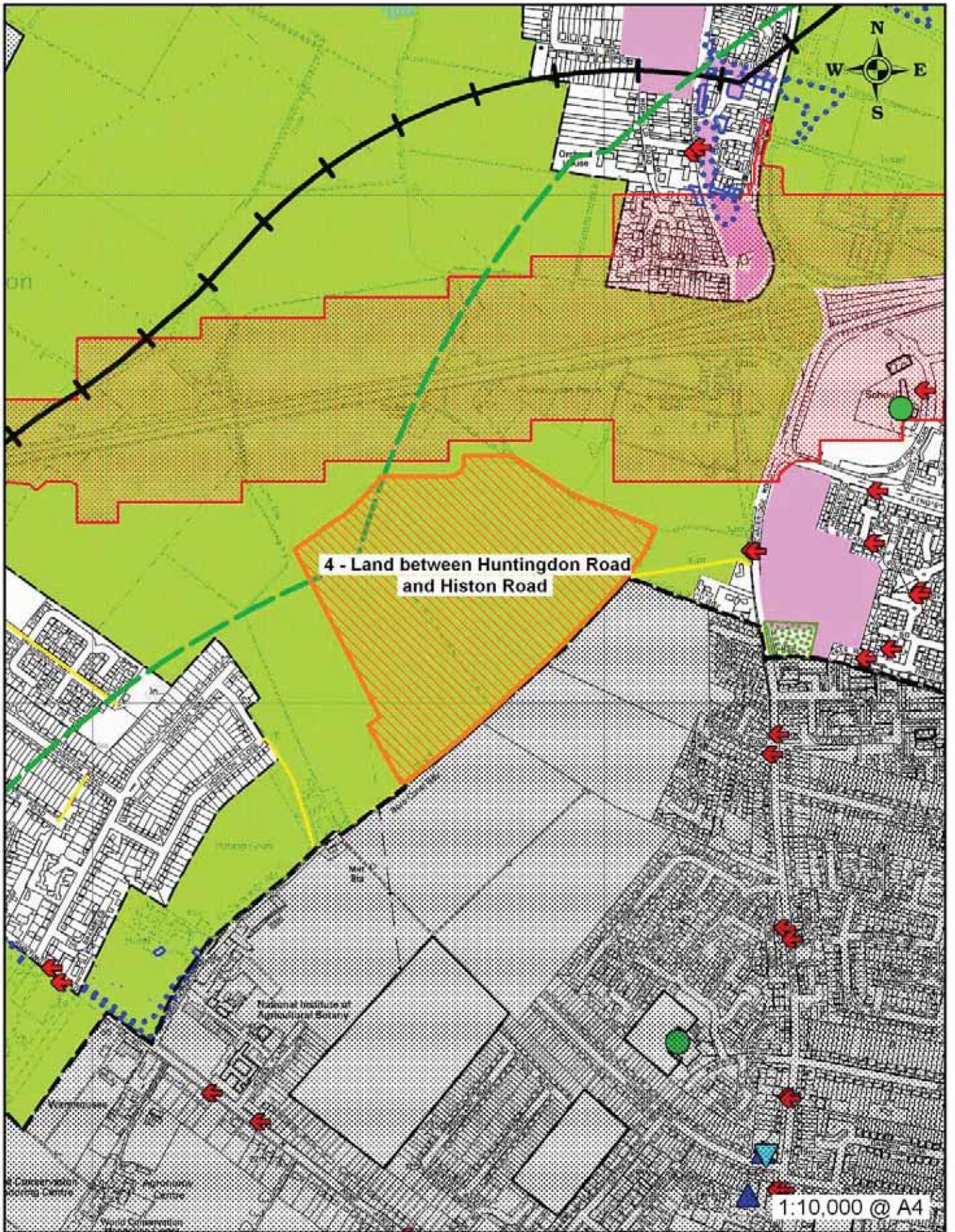
North West Cambridge Map 1 of 2 Location Map

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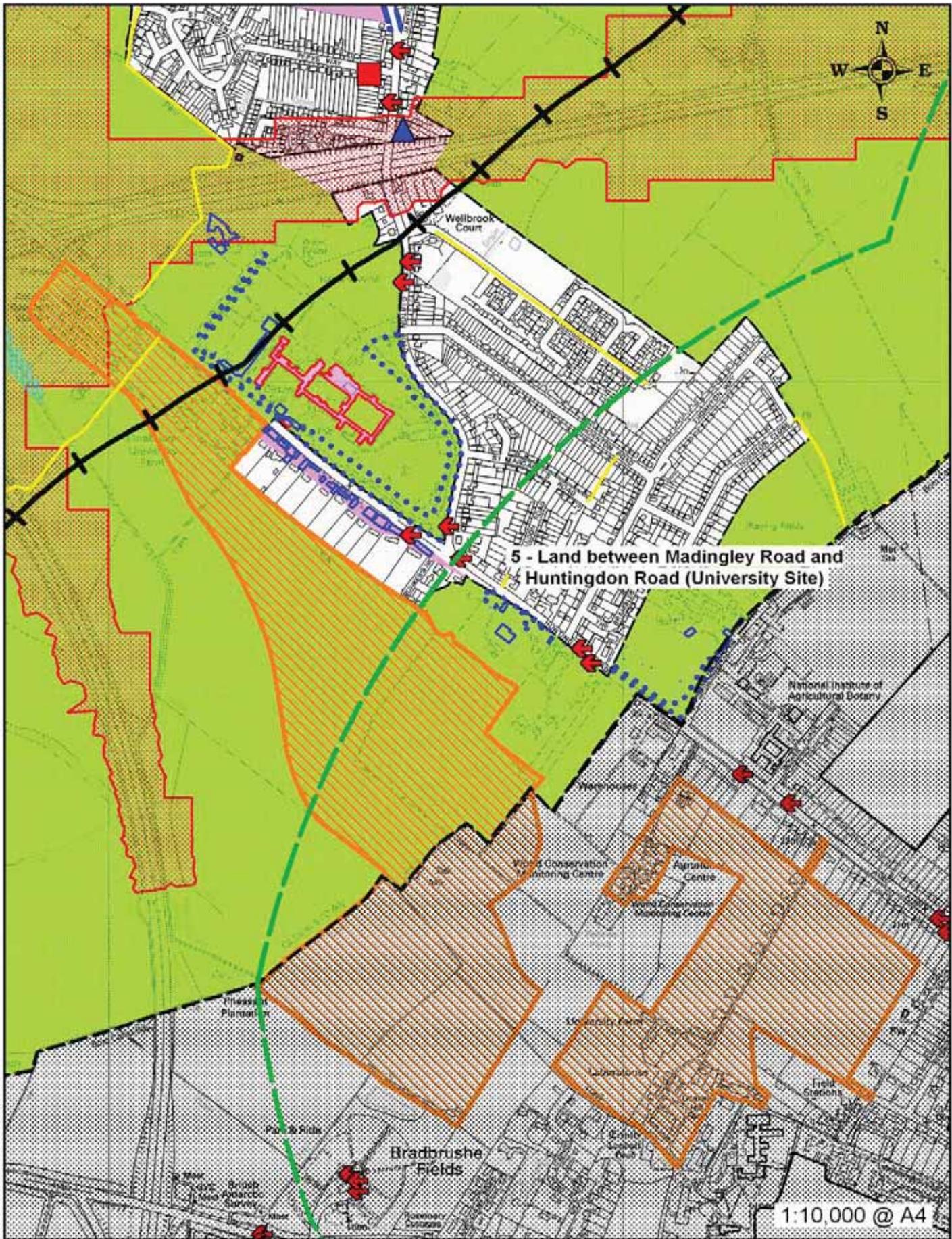
North West Cambridge Map 2 of 2 Location Map

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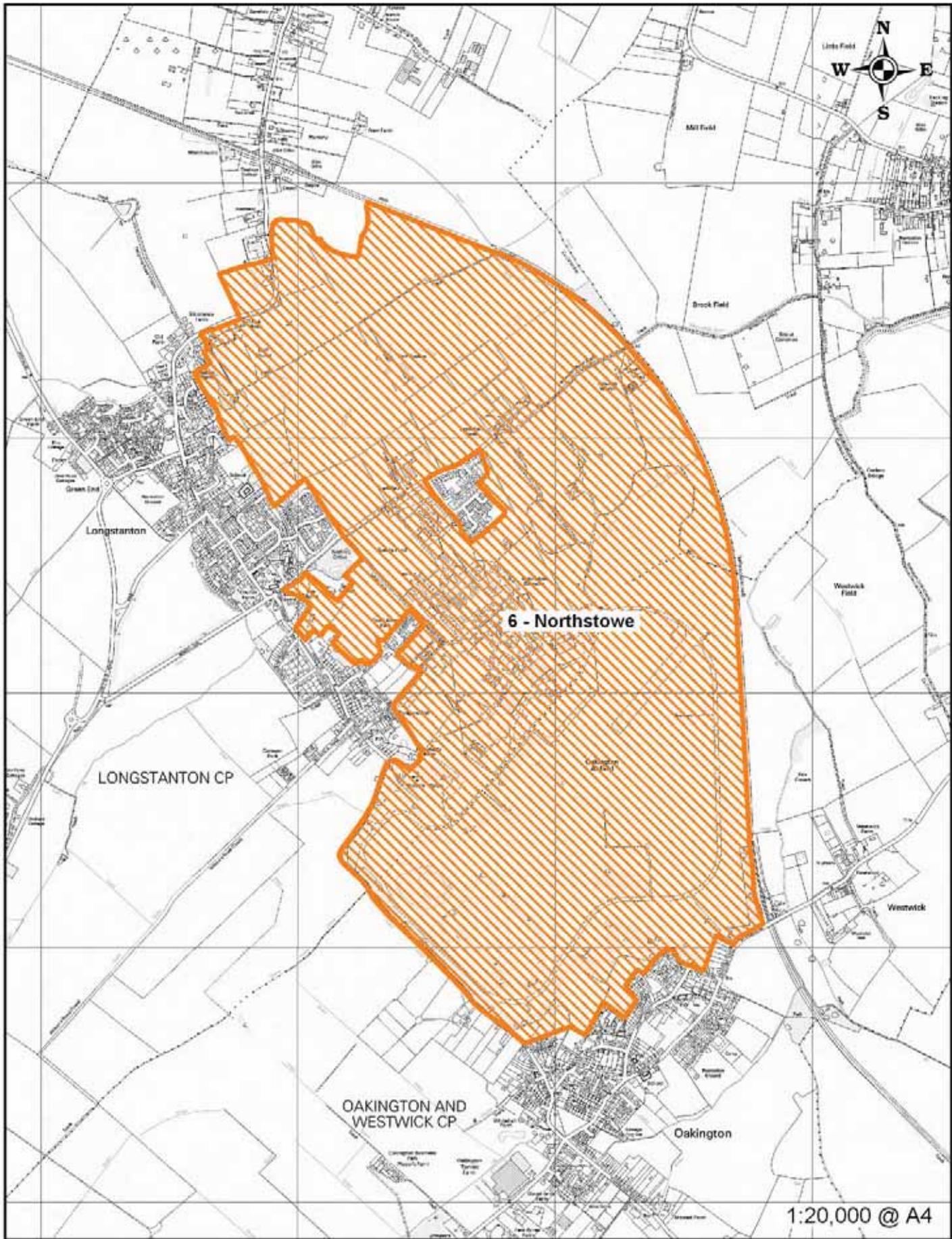
North West Cambridge Map 1 of 2 Constraints Map

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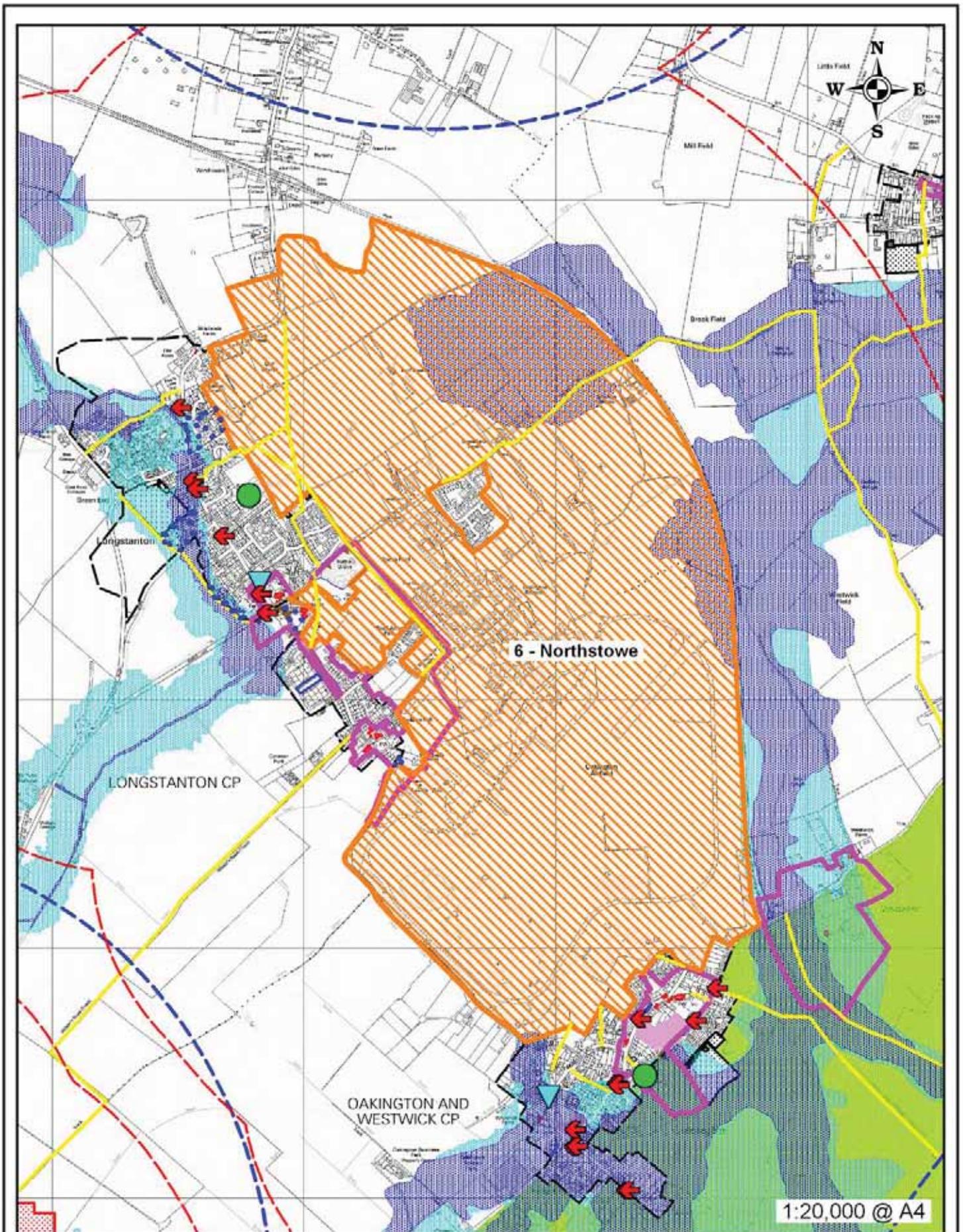
North West Cambridge Map 2 of 2 Constraints Map

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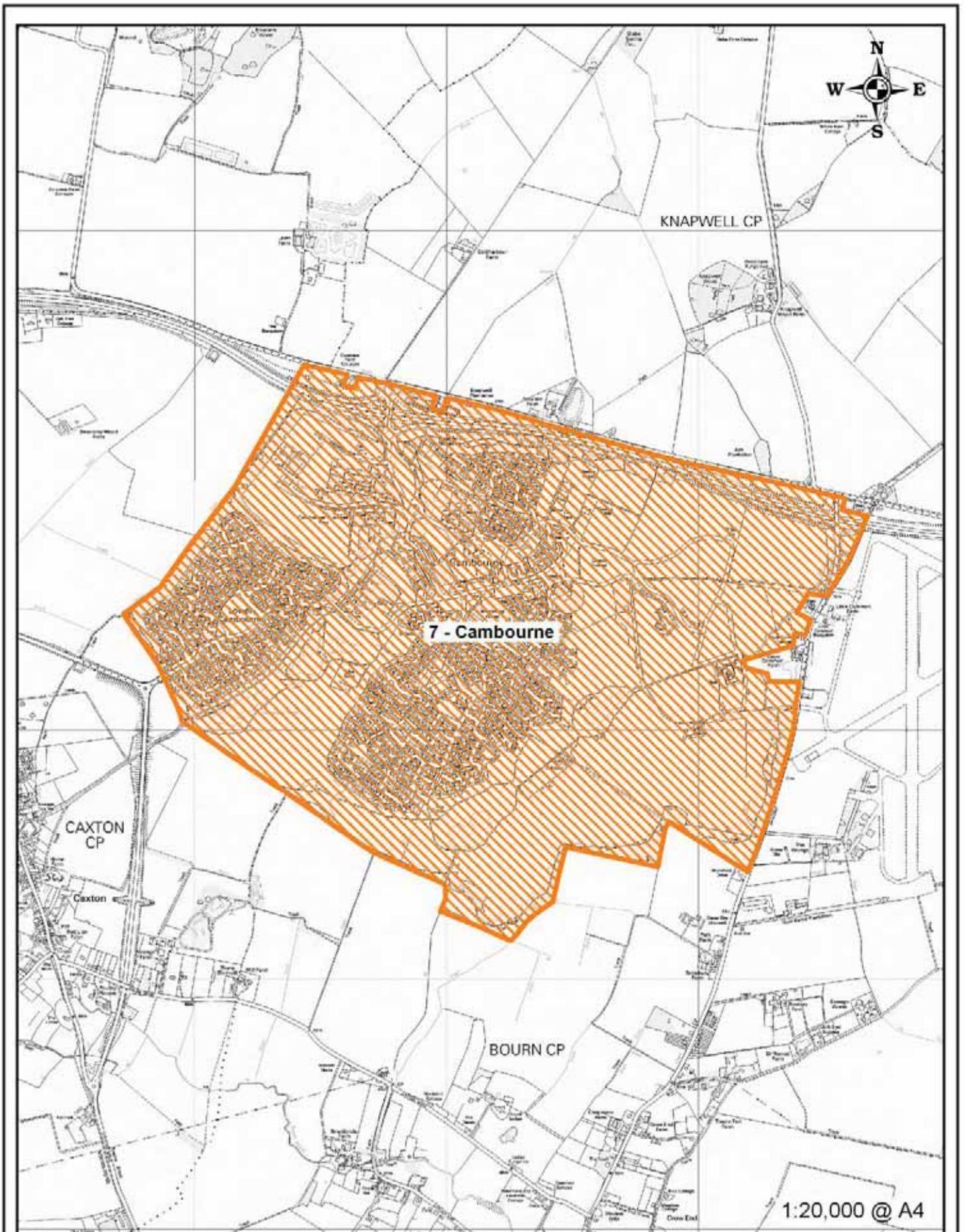
Northstowe Location Map

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Northstowe Constraints Map

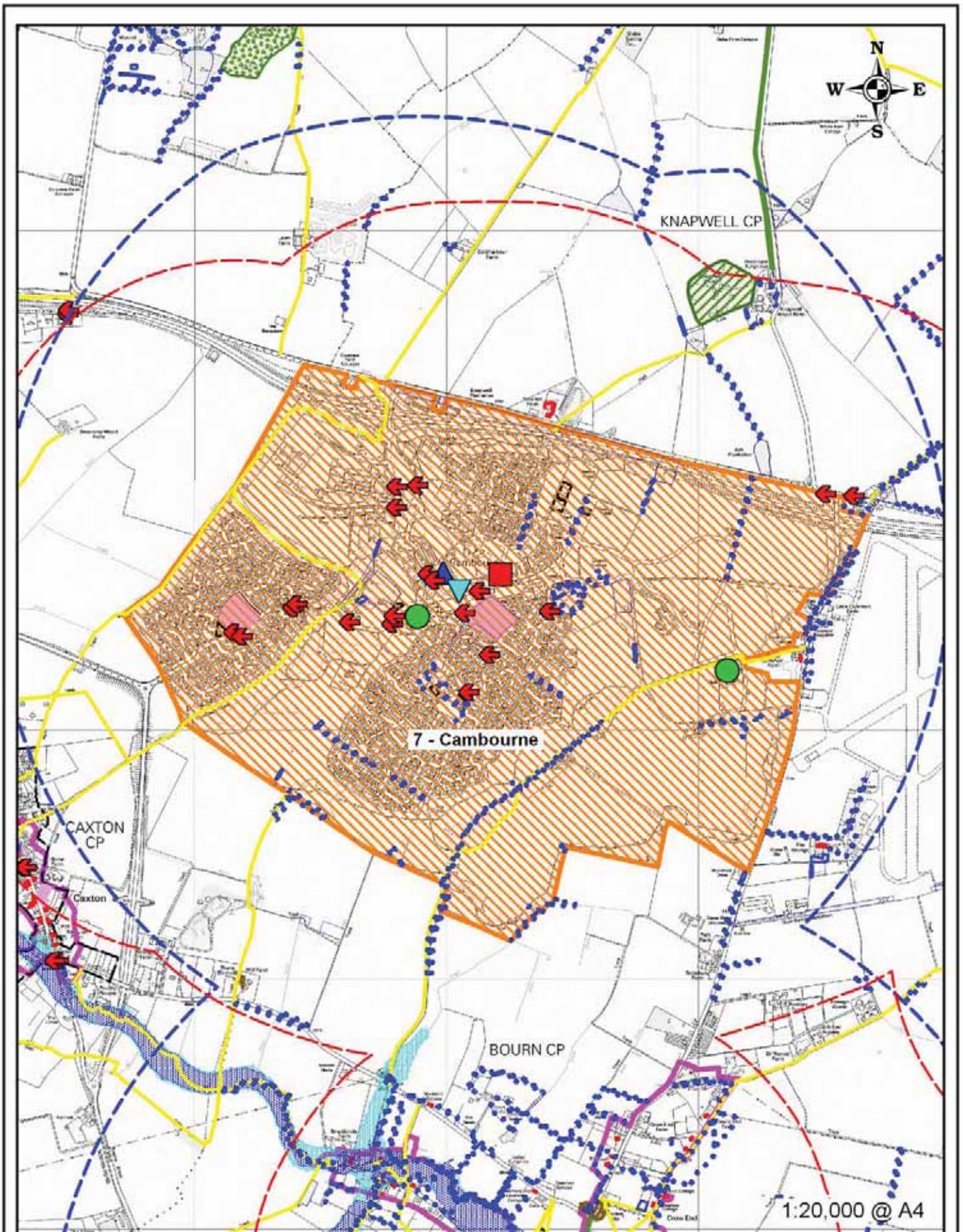
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South
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District Council

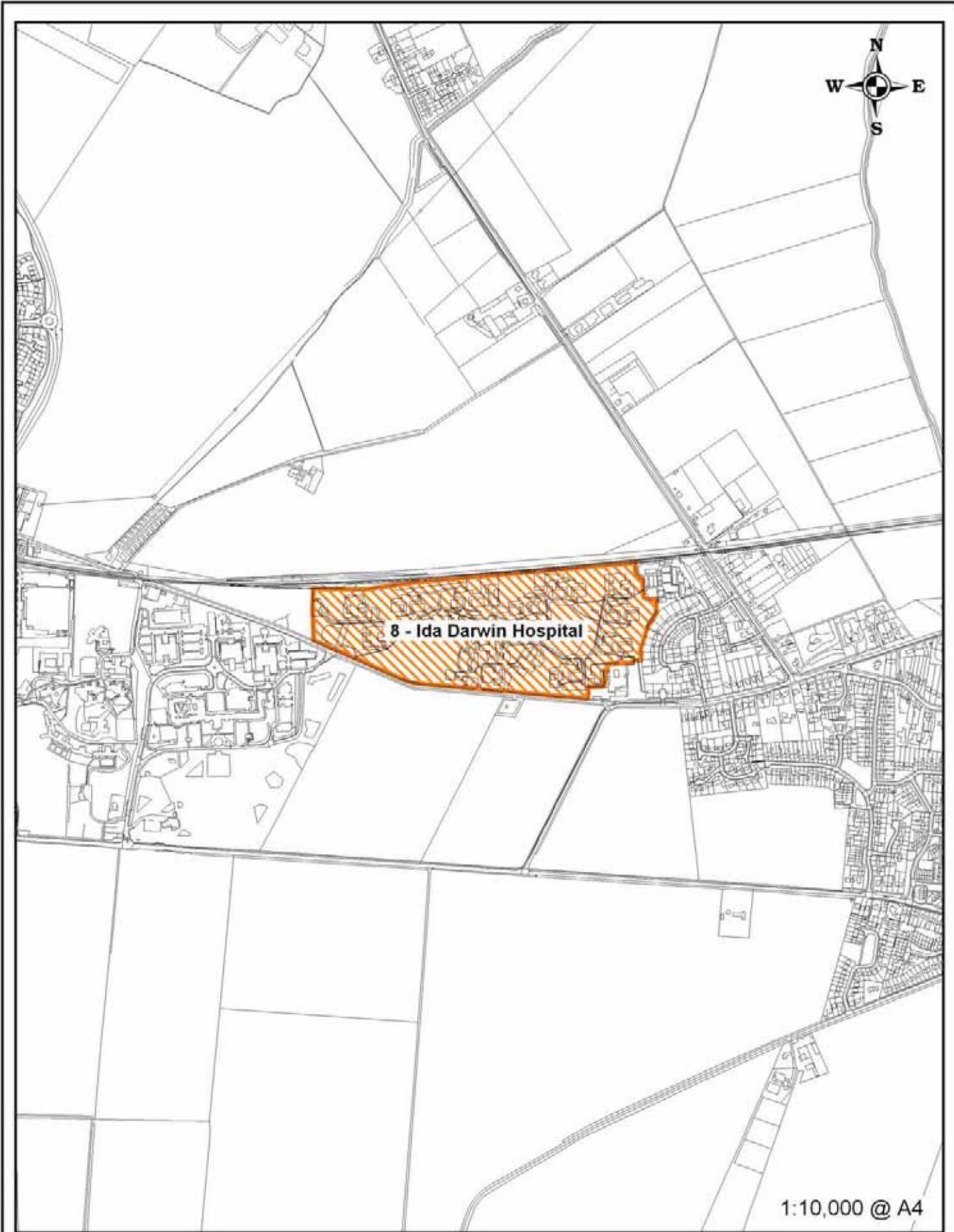
Cambourne Location Map

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Cambourne Constraints Map

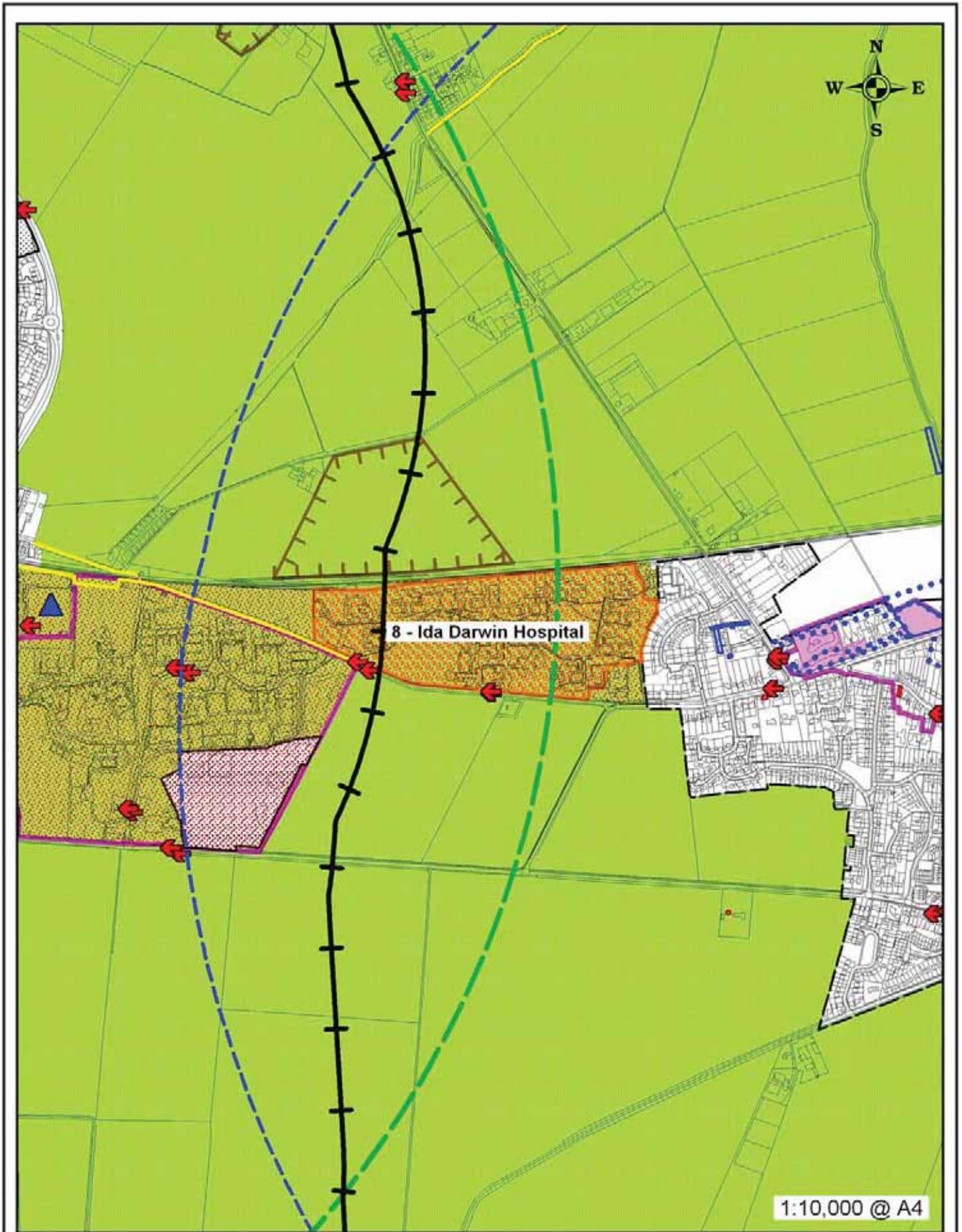
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Fulbourn Location Map

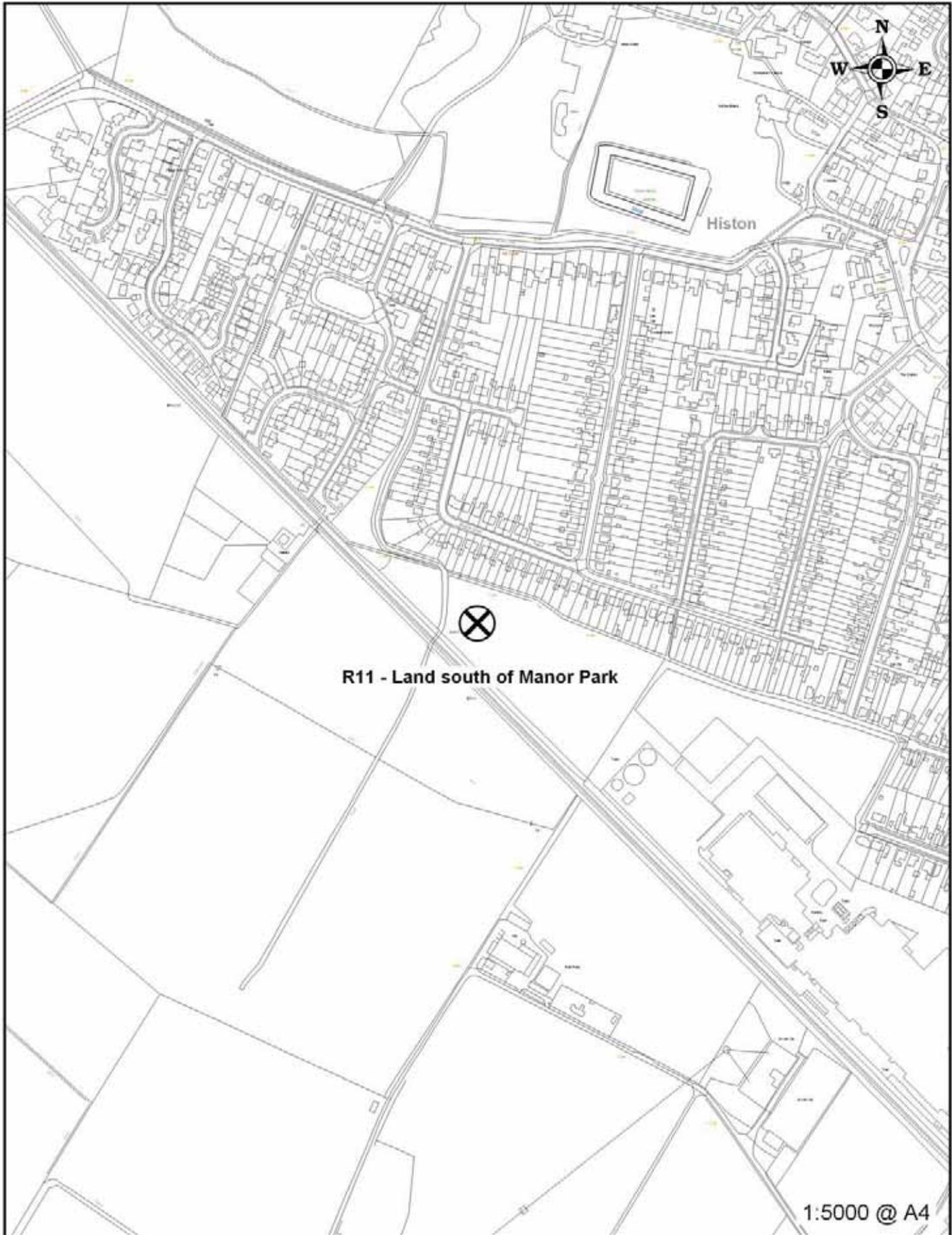


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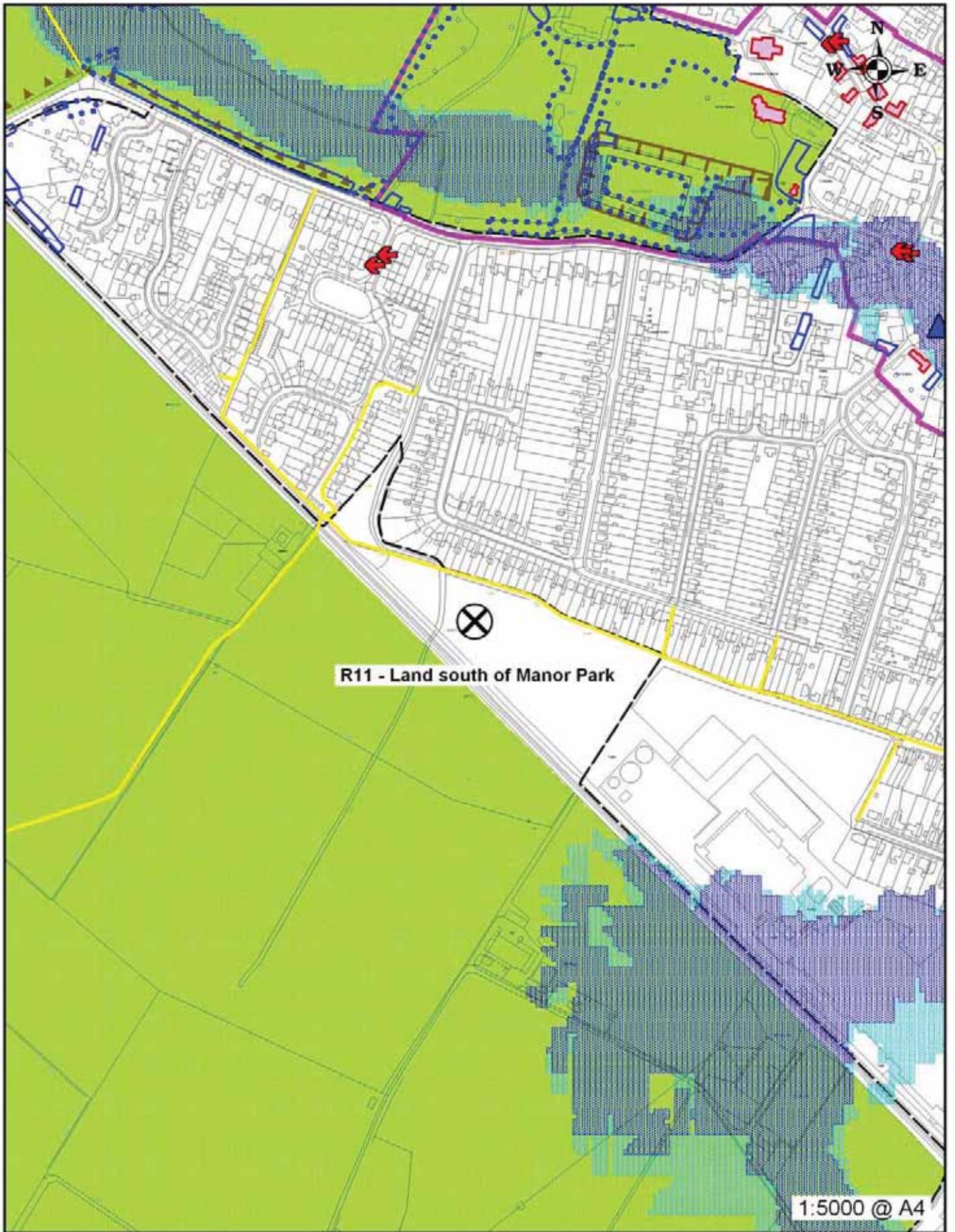
Fulbourn Constraints Map

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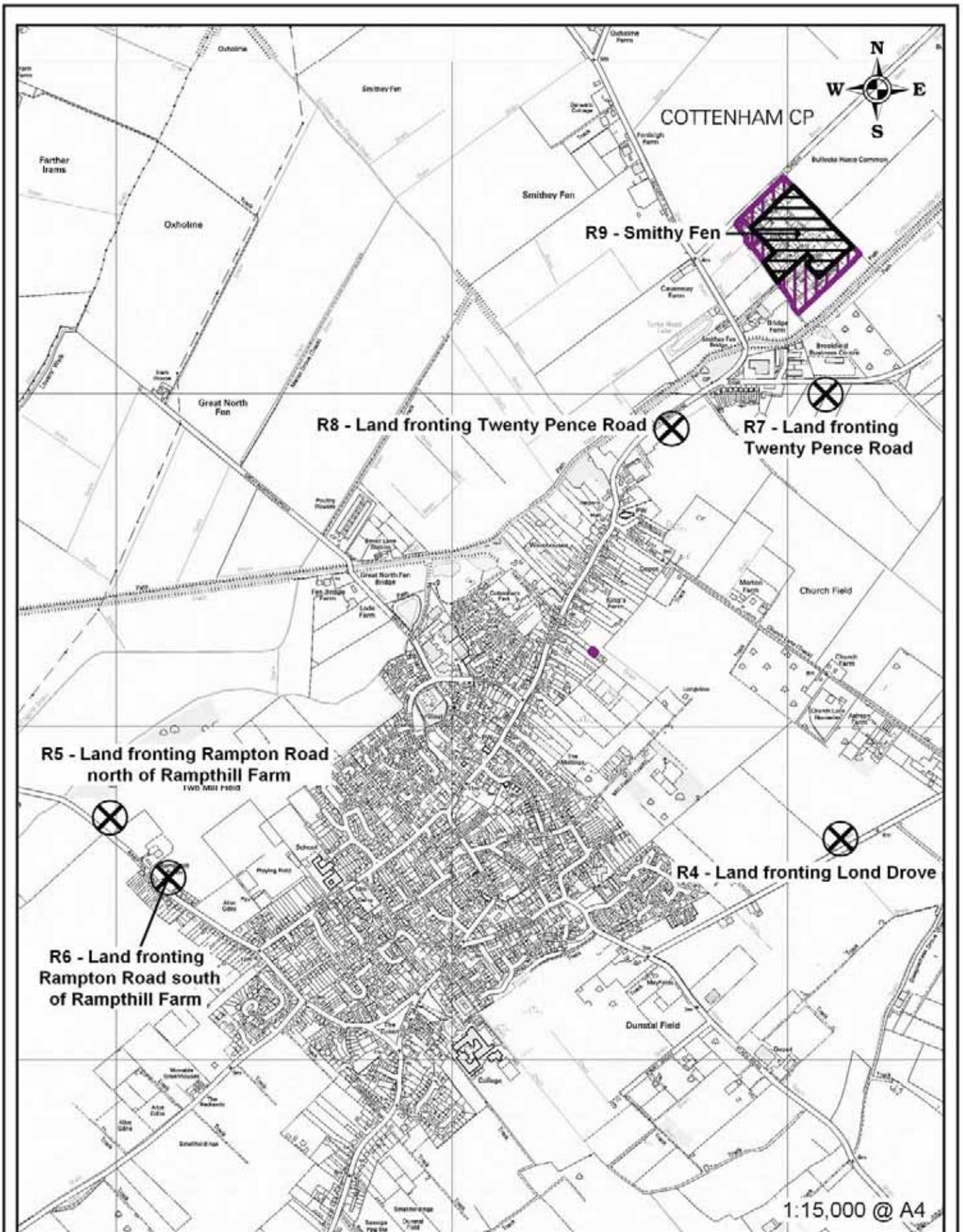
Histon Location Map

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Histon Constraints Map

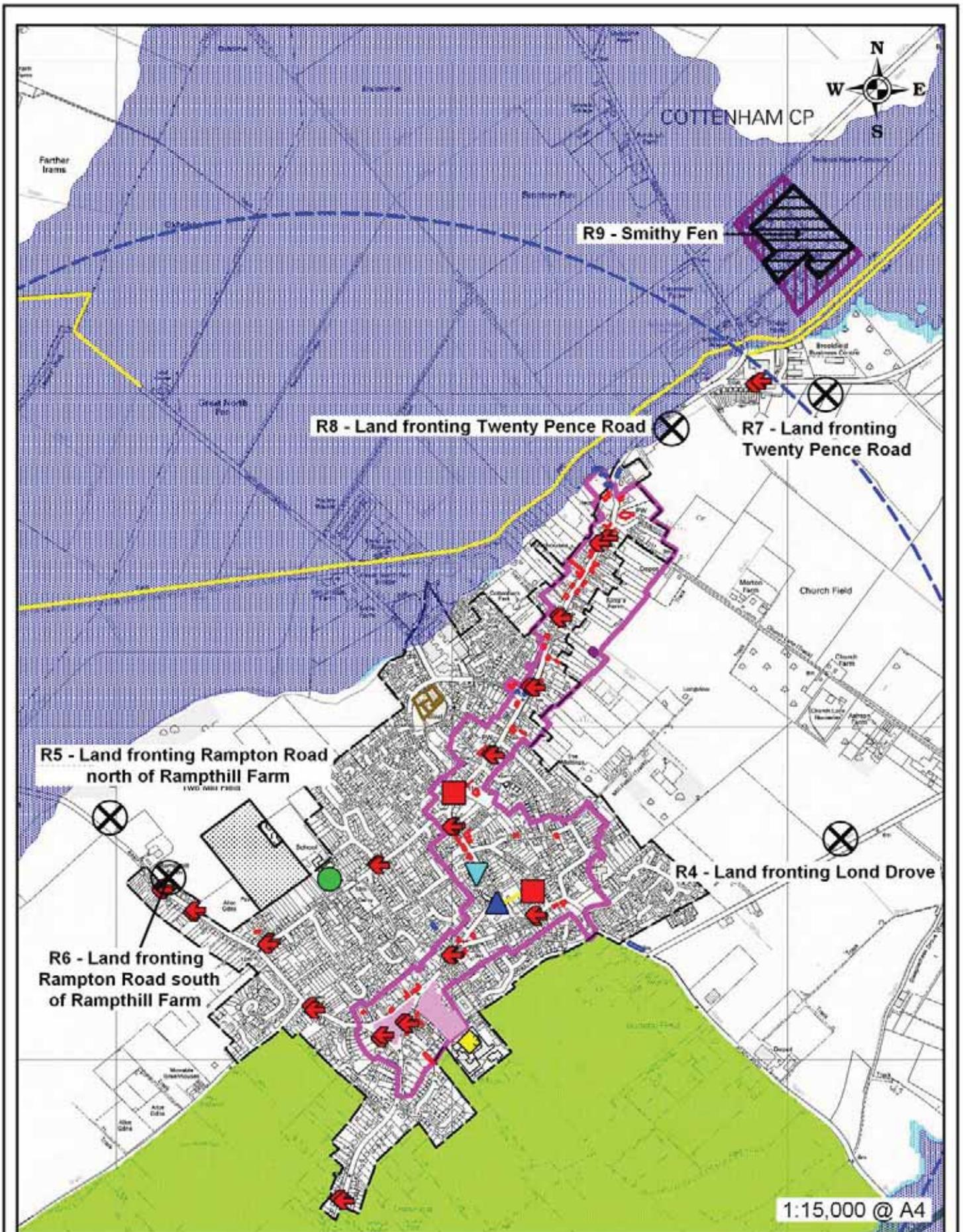
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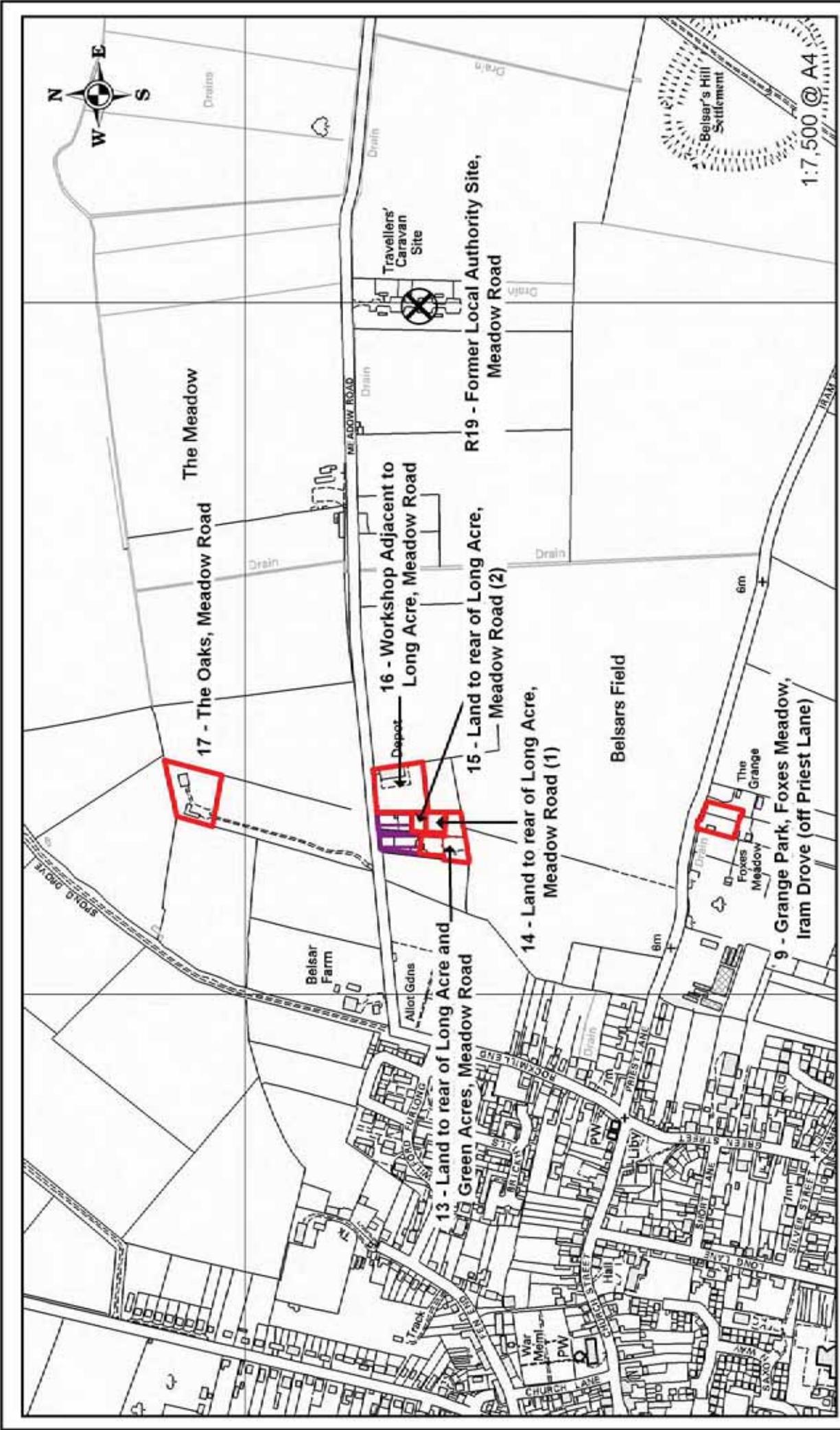
Cottenham Location Map

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Cottenham Constraints Map

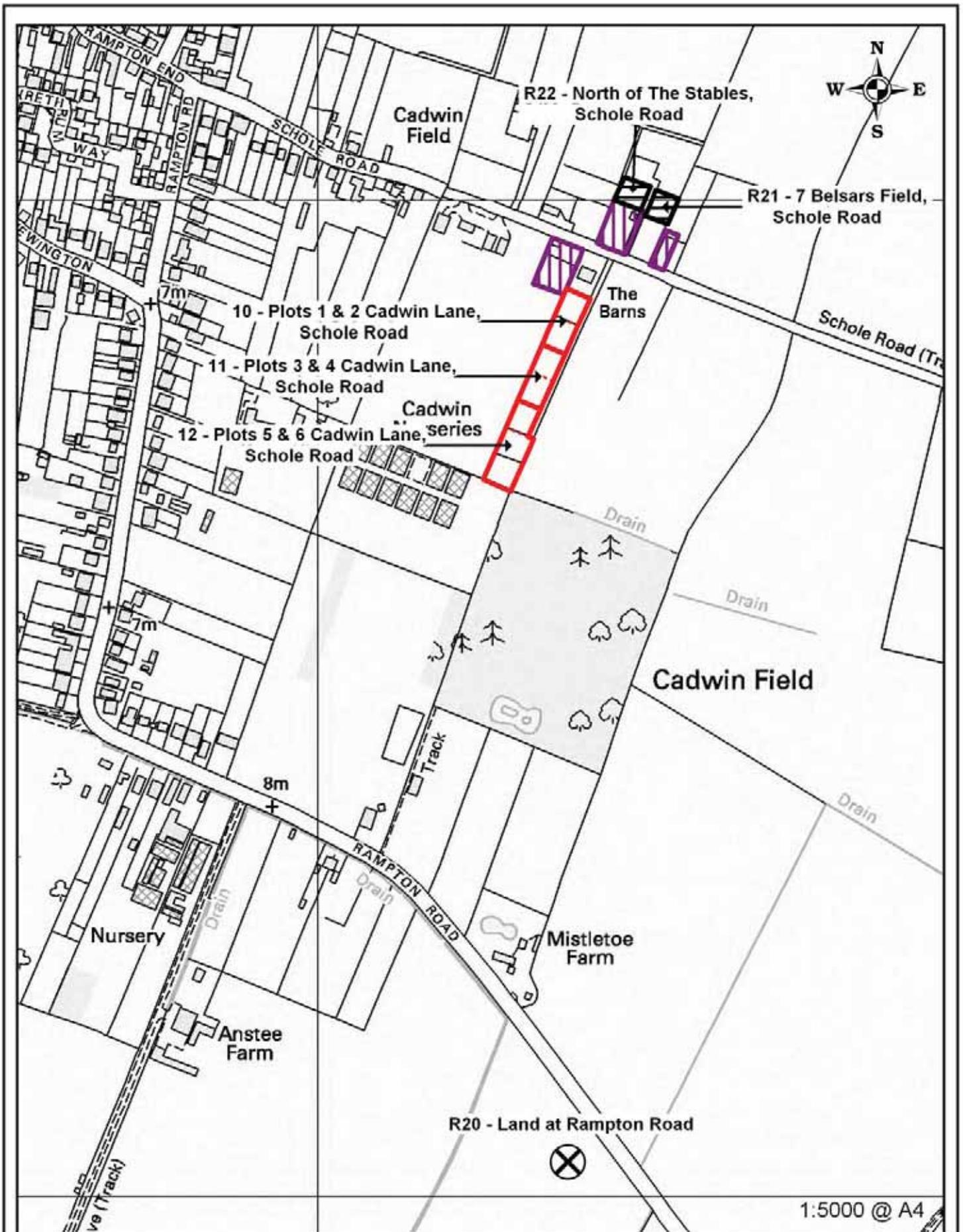




Willingham Map 1 of 2 - Location Map

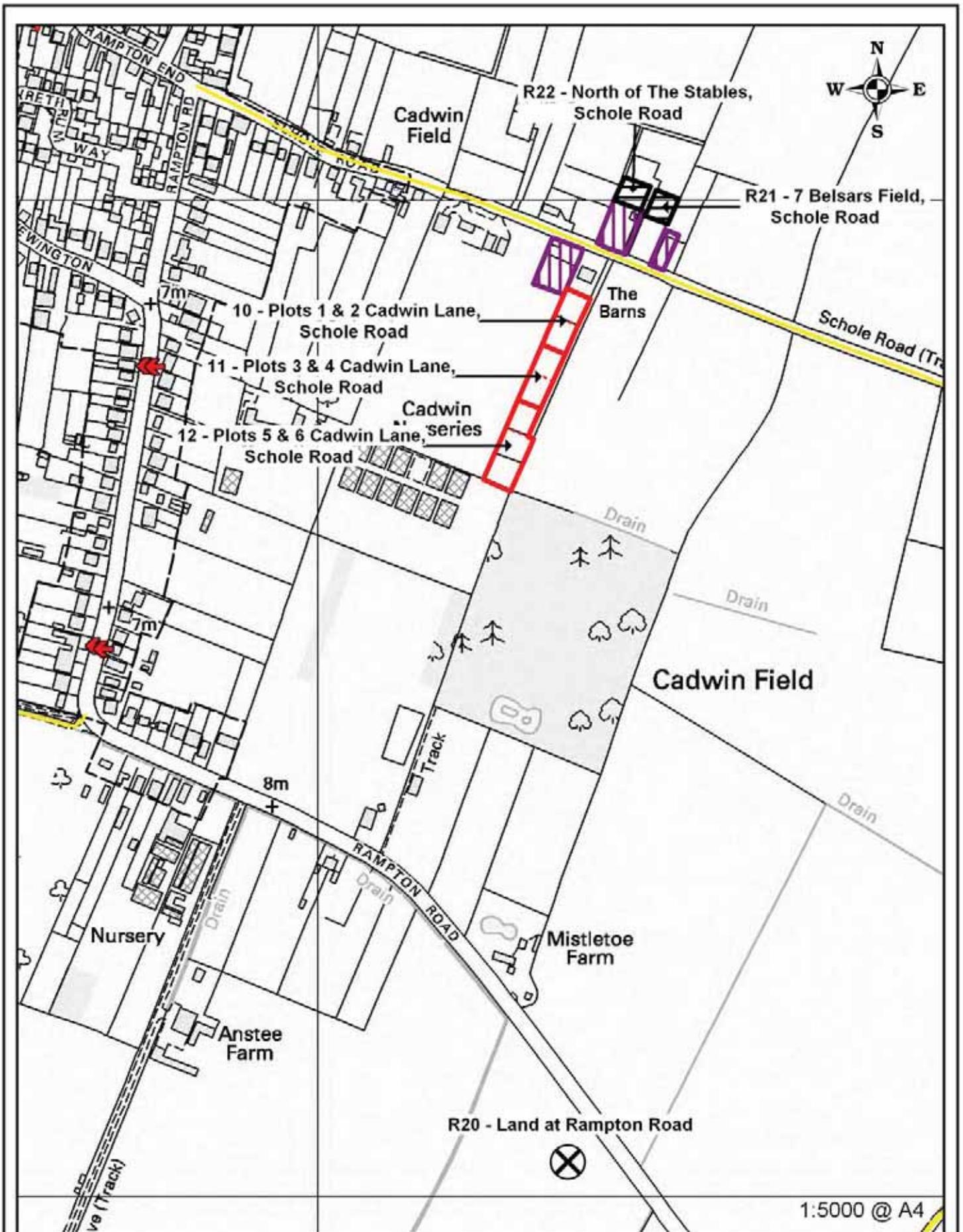


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Willingham Map 2 of 2 Location Map

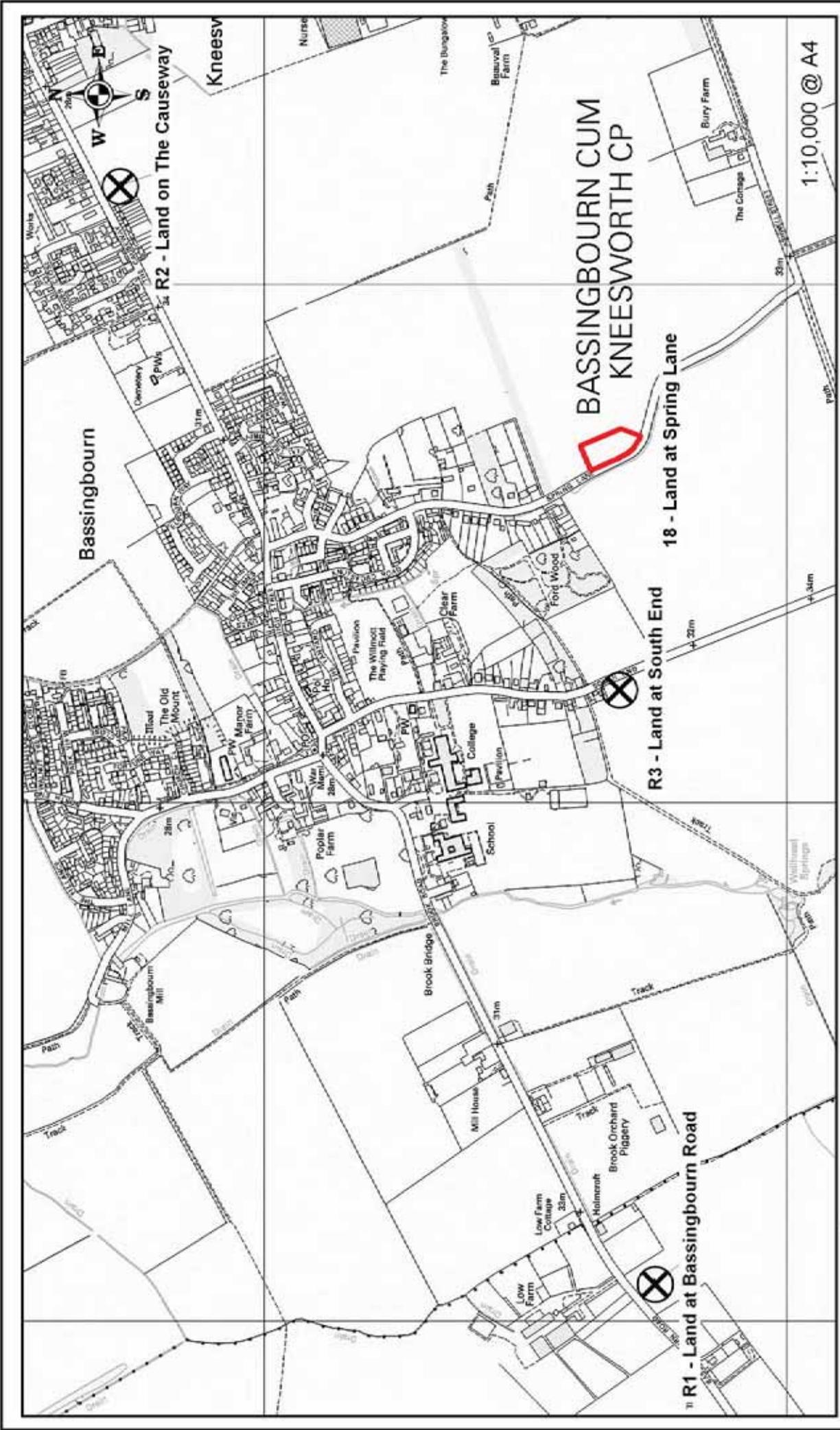
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Willingham Map 2 of 2 Constraints Map

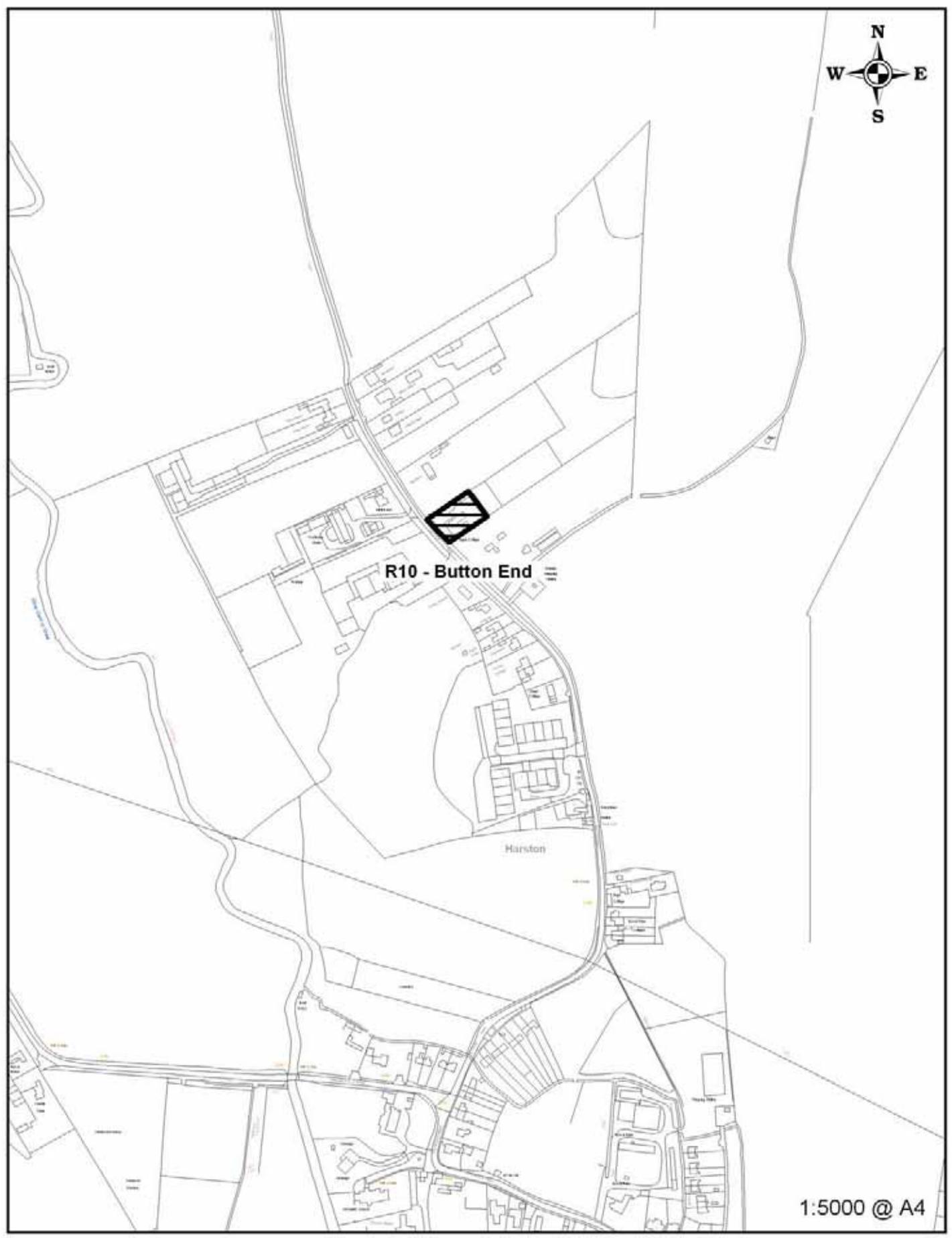
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Bassingbourn Location Map



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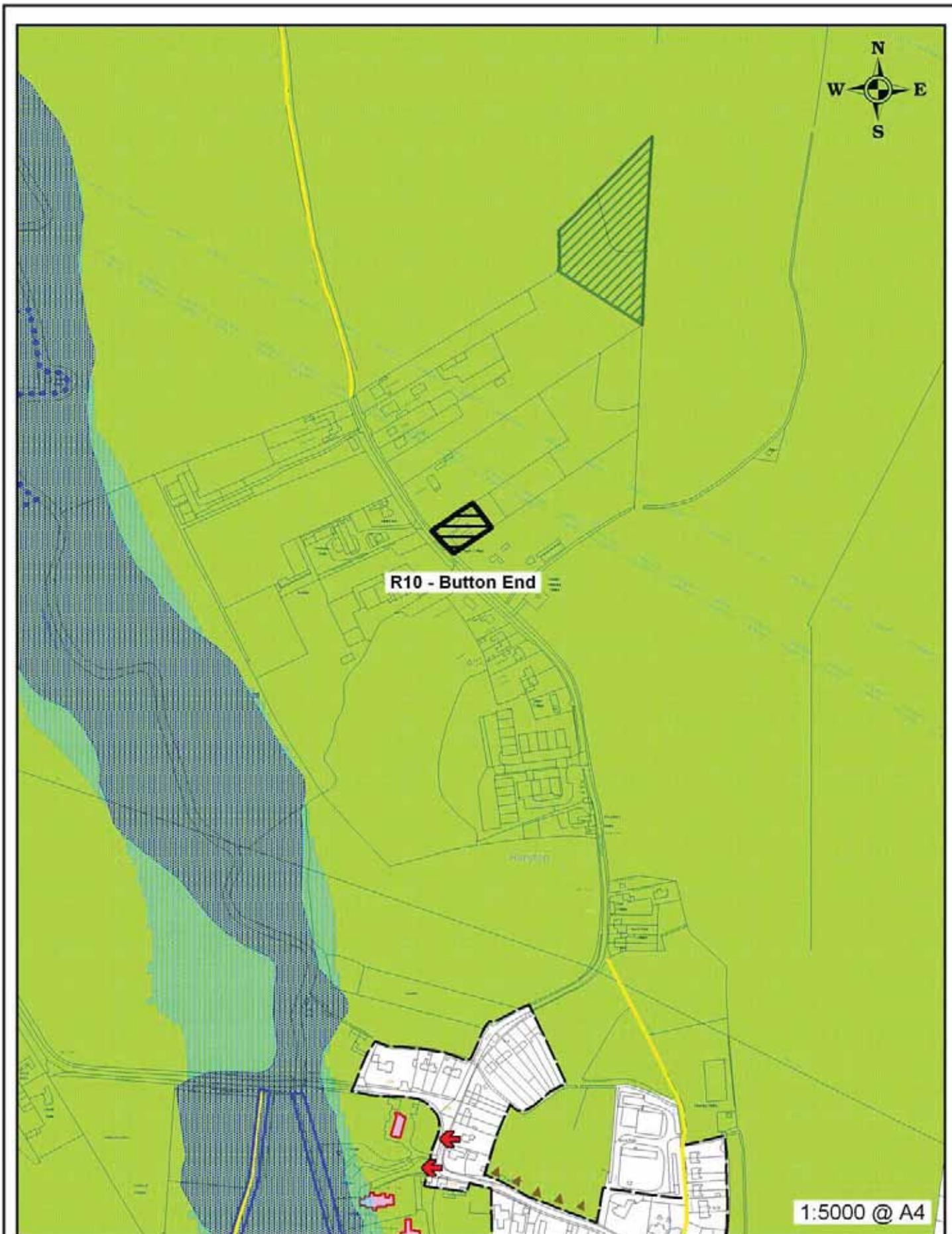


1:5000 @ A4



Harston Location Map

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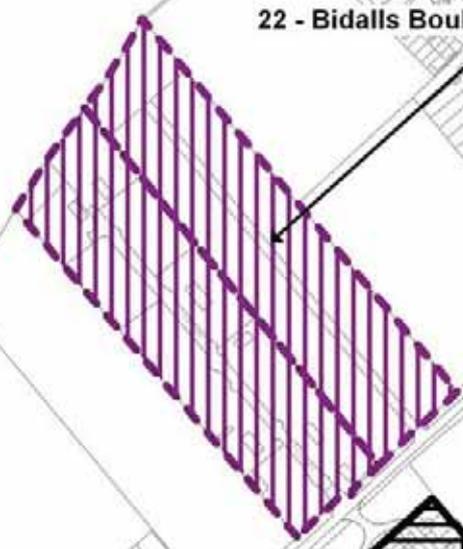


Harston Constraints Map

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22 - Bidalls Boulevard, Kneesworth Road



R12 - Former Local Authority Site, Kneesworth Road

1:5000 @ A4

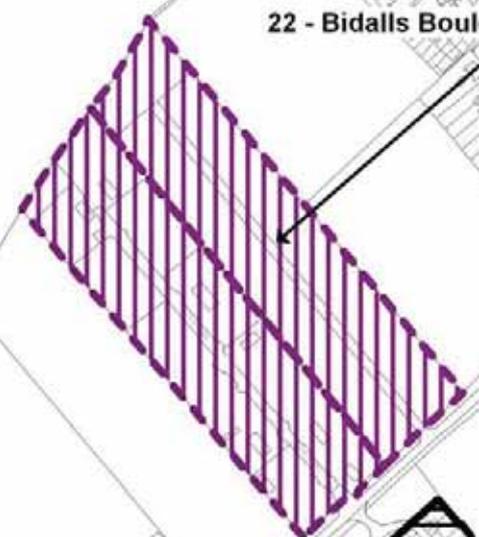


Meldreth Location Map

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22 - Bidalls Boulevard, Kneesworth Road



R12 - Former Local Authority Site, Kneesworth Road



1:5000 @ A4



Meldreth Constraints Map

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21 - Blackwell Caravan Site, Mere Way



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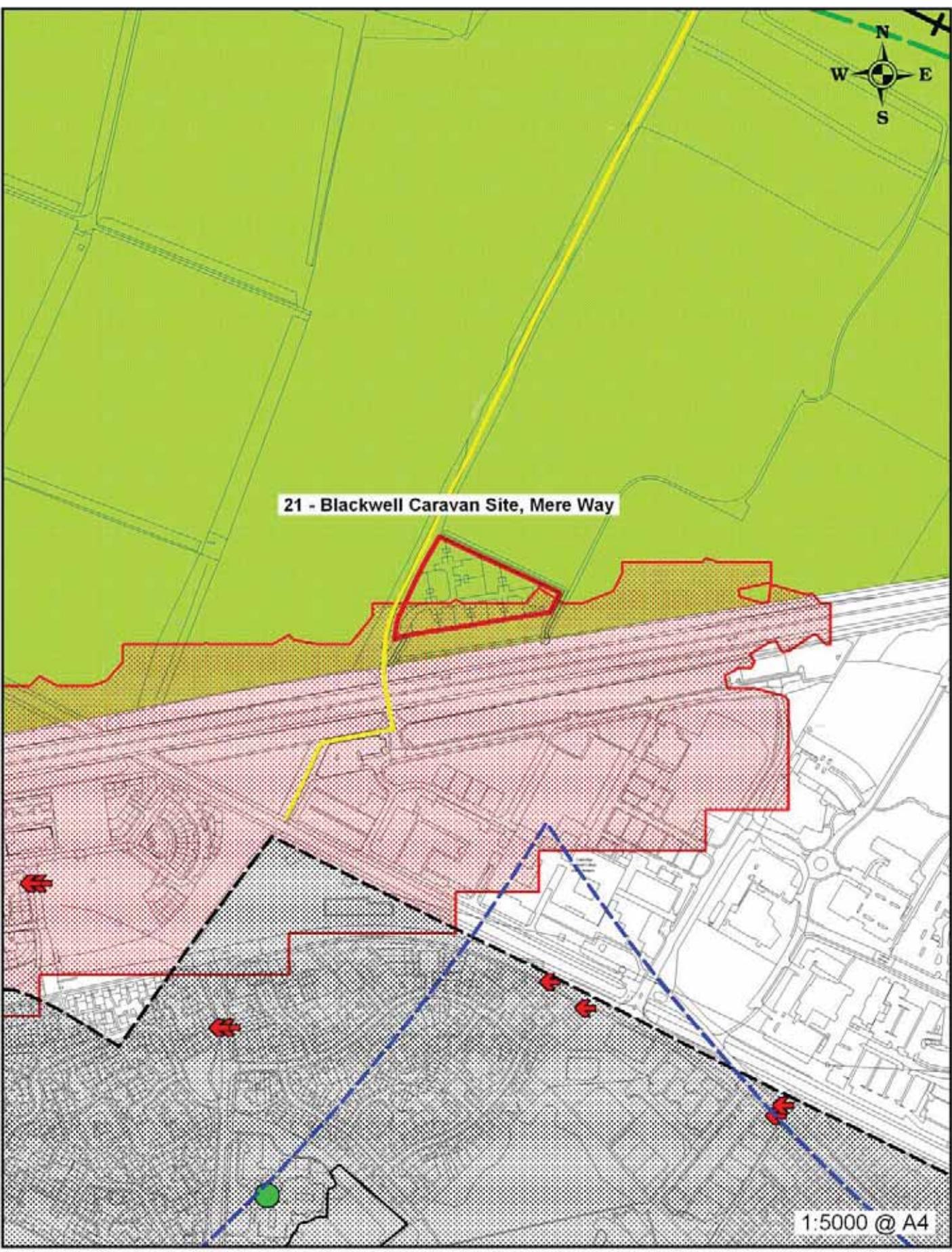


Milton Location Map

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21 - Blackwell Caravan Site, Mere Way

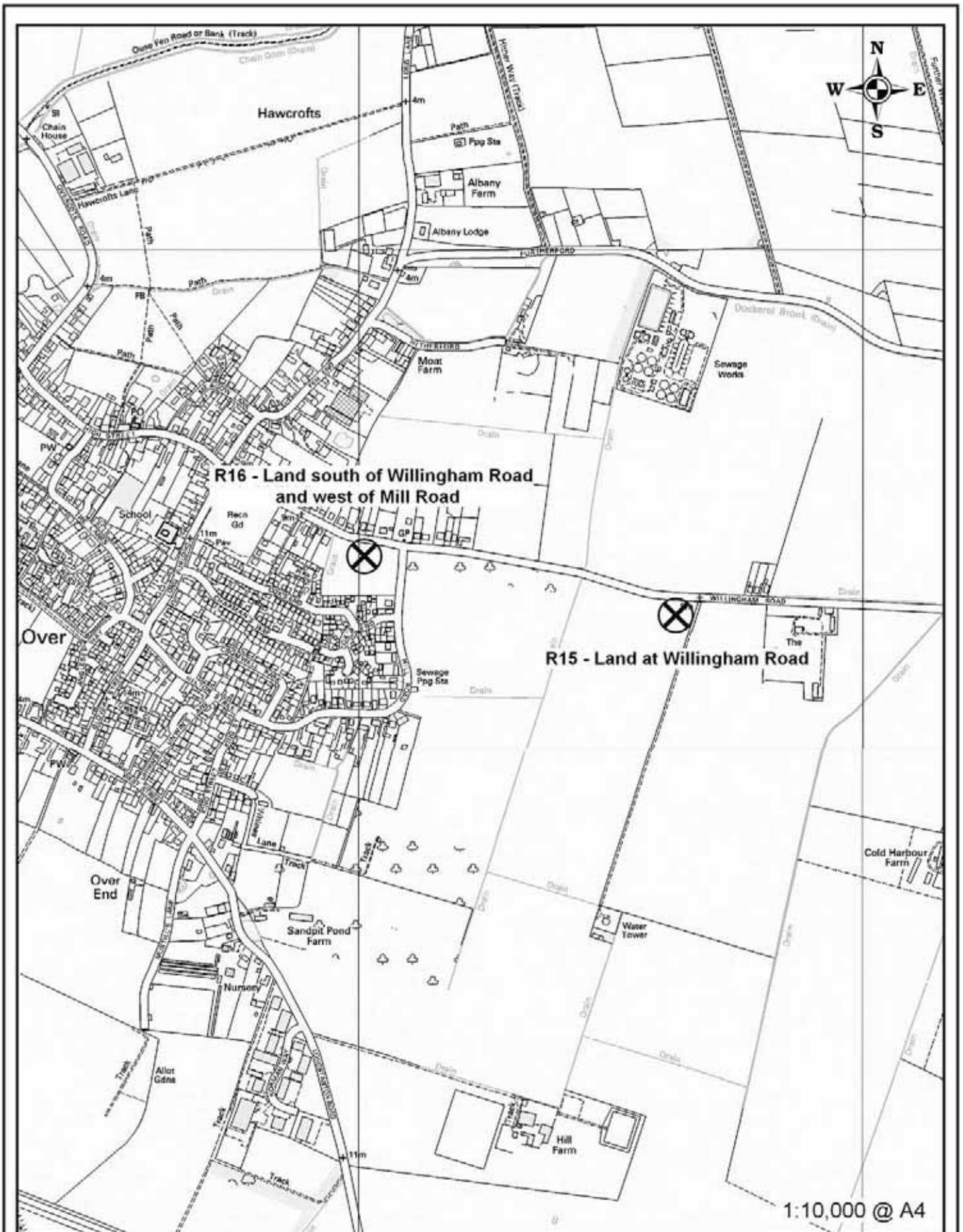


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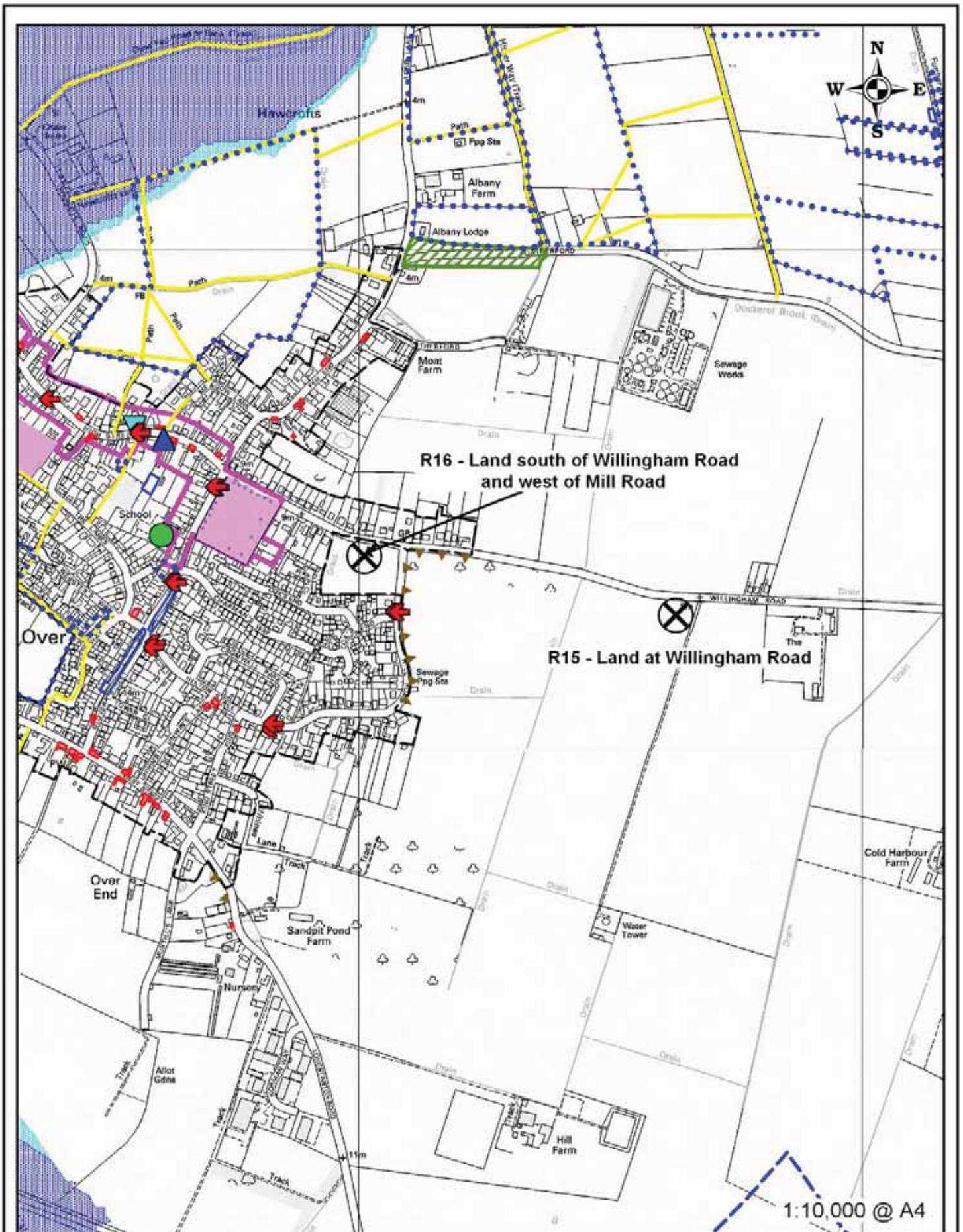
Milton Constraints Map

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Over Location Map

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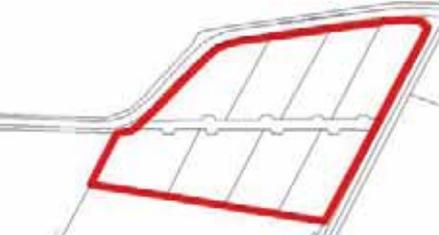


Over Constraints Map

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19 - Rose & Crown Road



1:5000 @ A4



Swavesey Location Map

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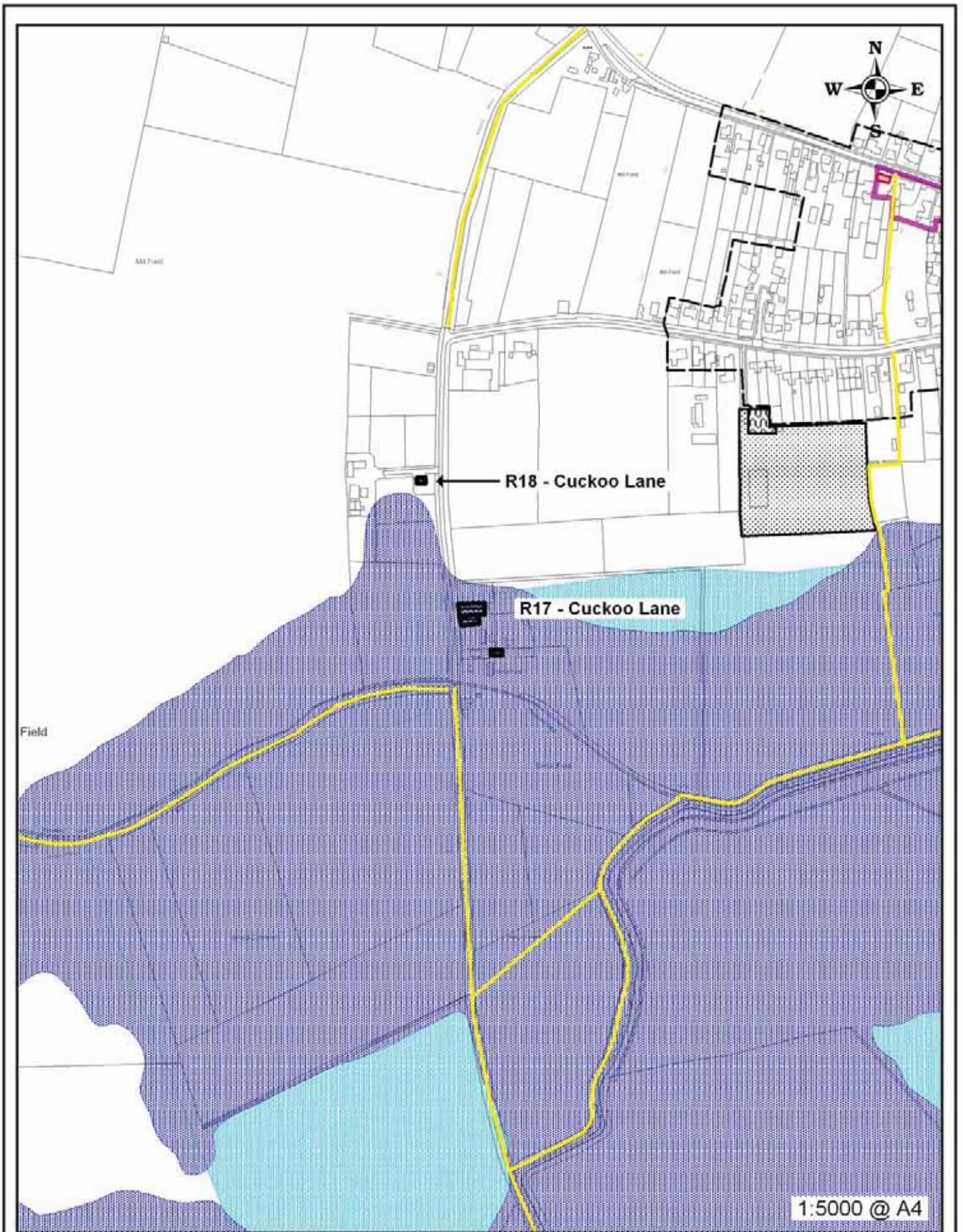
19 - Rose & Crown Road

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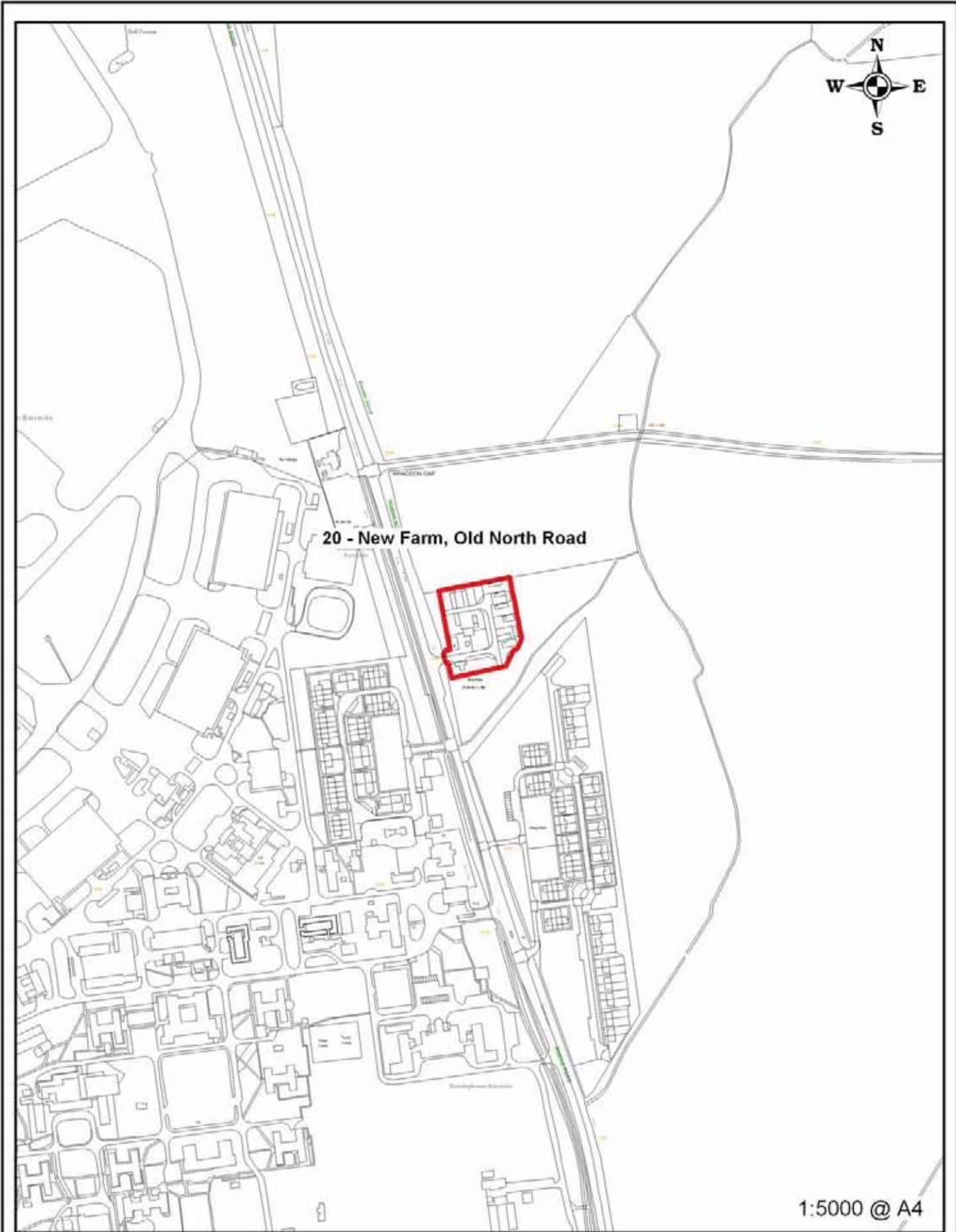


Swavesey Constraints Map

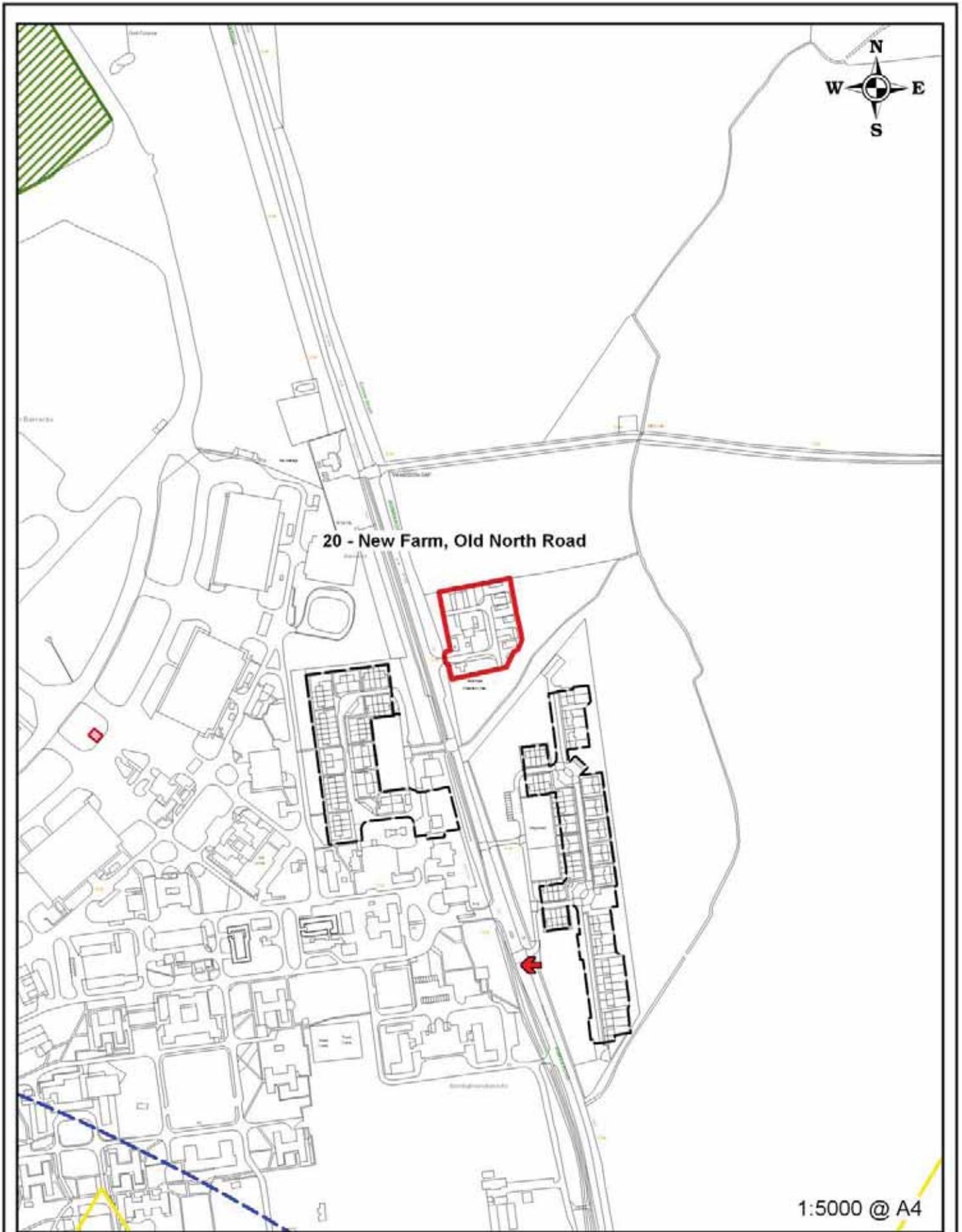
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Rampton Constraints Map



Whaddon Location Map



Whaddon Constraints Map