



**SCOTT WILSON PLANNING, ENVIRONMENT AND LANDSCAPE**  
**Sustainability Appraisal (SA) of the draft South**  
**Cambridgeshire Gypsy and Traveller DPD**

**DRAFT ISSUES AND**  
**OPTIONS**  
**INTERIM SA REPORT**



*September 2006*



## Scott Wilson

We work with clients to develop, implement and evaluate projects, programmes and change initiatives to improve performance and reduce risk.

---

### Sustainability Appraisal (SA) of South Cambridgeshire Gypsy and Traveller DPD – Issues and Options Report

20/09/2006

**Collated and edited by:** Lewis Hurley  
Environmental Consultant

---

**Reviewed by:** Bethan Carr  
Consultant

---

**Approved by:**

---

**Version Reference:** 1

**Scott Wilson Business Consultancy**  
8 Greencoat Place  
London  
SW1P 1PL

Tel: +44 (0)20 7798 5200  
Fax: +44 (0)20 7798 5201  
Email: [consultancy@scottwilson.com](mailto:consultancy@scottwilson.com)

## TABLE OF CONTENTS

SEA DIRECTIVE REQUIREMENTS CHECKLIST.....	4
1 NON-TECHNICAL SUMMARY .....	5
2 HOW TO COMMENT ON THIS REPORT .....	11
3 INTRODUCTION.....	12
4 STAGE A FINDINGS .....	17
5 APPRAISAL METHODOLOGY .....	22
6 OPTIONS APPRAISAL FINDINGS .....	25
APPENDIX 1 .....	36
APPENDIX 2 .....	39
APPENDIX 3 .....	58
APPENDIX 4 .....	62
APPENDIX 5 .....	65
APPENDIX 6 .....	68
GLOSSARY .....	105

## SEA DIRECTIVE REQUIREMENTS CHECKLIST

Table 1 below indicates where specific requirements of the SEA Directive can be found within this report. This report is one of several key reports to be prepared as part of the SEA / SA process and the table records in which reports information can be found.

**Table 1: SEA Directive requirements checklist**

Environmental Report requirements <sup>1</sup>	Section of this report
(a) an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;	Scoping report and addendum/ Section 4 (summary)
(b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Scoping report and addendum/ Section 4 (summary)
(c) the environmental characteristics of areas likely to be significantly affected;	Scoping report and addendum/ Section 4 (summary)
(d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Scoping report and addendum/ Section 4 (summary)
(e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Scoping report and addendum/ Section 4 (summary)
(f) the likely significant effects <sup>2</sup> on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Section 6 (and subsequent Final SA Report)
(g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Section 6 (and subsequent Final SA Report)
(h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Section 5 (and subsequent Final SA Report)
(i) a description of the measures envisaged concerning monitoring in accordance with Article 10;	Subsequent Final SA Report
(j) a non-technical summary of the information provided under the above headings.	Section 1 (and subsequent Final SA Report)

<sup>1</sup> As listed in Annex I of the SEA Directive (Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment).

<sup>2</sup> These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.

## 1 NON-TECHNICAL SUMMARY

### 1.1 Introduction

1.1.1 Under the Planning and Compulsory Purchase Act 2004, the Local Development Framework (LDF) for South Cambridgeshire will replace the existing local plan. The LDF acts as a folder of documents that will set the policy and context for development in the district for the period leading up to 2016. Amongst other plans the LDF will contain a number of statutory plans (Development Plan Documents or DPD's), which carry the full weight of the development plan. The Government guidance document *Planning for Gypsy and Traveller Sites Circular, 01/2006* set out the obligation for Local Authorities to allocate sufficient sites for Gypsy and Travellers in site allocation DPDs. Furthermore the Gypsy and Traveller DPD (GTDPD) must undergo a **Sustainability Appraisal** (see below).

### 1.2 Sustainability Appraisal

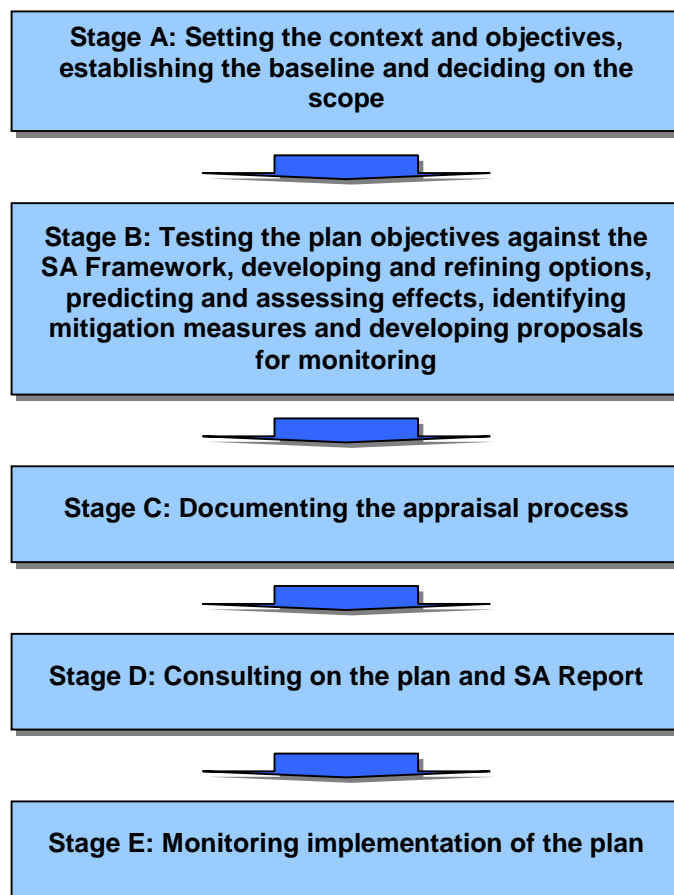
1.2.1 Scott Wilson and have been commissioned to support South Cambridgeshire District Council in undertaking the **Sustainability Appraisal** (SA) of the Gypsy and Traveller DPD.

1.2.2 SA involves the identification and evaluation of the Strategy's impacts on economic, social and environmental objectives – the three dimensions of **sustainable development**. The SA process incorporates the requirements of a new European law on the environmental assessment of plans (referred to as the 'Strategic Environmental Assessment Directive').

1.2.3 The SA process – incorporating SEA – involves five key stages – see Figure 1 overleaf.

1.2.4 Stage A involved establishing the framework for undertaking the SA – essentially a set of sustainable development objectives against which the DPD could be assessed – together with an evidence base to help inform the appraisal. The framework and evidence base are documented in the South Cambridgeshire **Scoping Report**, which have been subject to consultation, and are available on the respective Council's website. Furthermore Scott Wilson has prepared an addendum to the Scoping Report containing specific and relevant issues and information pertinent to the assessment of the GTDPD.

Figure 1 Five stage approach to SA



1.2.5 This report - Stage B in the SA process – focuses on the issues and options for developing the draft DPD. Although not a formal requirement of the SEA Directive it has been prepared to help demonstrate that sustainability considerations have been incorporated into the development of the Gypsy and Traveller DPD from an early stage, and to provide information for stakeholders as well as an audit trail of the appraisal process. The appraisal findings documented in this report will be taken into account by the Council in the development and choice of the preferred options that will provide the basis for the Gypsy and Traveller DPD. Stage B refers to the LDF objectives. At this stage, there are no concrete objectives, however in addition to appraising the options, this report will look at the general aspirations of the Plan. The assessment of objectives can also be assessed as part of the final SA Report.

## 1.3 Issues and Options

1.3.1 One of the most important parts of the SA process is the appraisal of different options for preparing the DPD. The role of the SA is to help inform the decision maker on constructing a draft DPD on what tradeoffs are required and what the associated environmental, social and economic impacts are likely to be. This information should help South Cambridgeshire Council prepare a plan that finds an optimal reconciliation of economic, environmental and social objectives.

1.3.2 SA centres on the consideration of different **options**. The draft report on Issues and Options for the South Cambridgeshire Gypsy and Traveller DPD sets out a series of options organised around a series of the following themes and sub-issues:

- **Identifying New Gypsy and Traveller Sites:**
  - Approach to identifying sites
  - Site Suitability
  - Sustainability of the Location
  - Major New Developments
  - Impact on Valued Areas
  - Impact on Nearest Settlement
  - Special Needs of Gypsies and Travellers
  - Site Availability/Site Acquisition
  - Site Ownership and Management
  - Affordable Accommodation
  - Transit and Temporary Sites
- **Methodology for identifying sites:**
  - Tier 1 – Location
  - Tier 2 – Highway Access and Infrastructure
  - Tier 3 – Deliverability, Design and Impact
  - Potential Sites
  - Further Options
- **Other Considerations:**
  - Dealing with Unauthorised Sites, Planning Applications and Enforcement
  - Regenerating Existing Sites
  - Community Education Programmes

## 1.4 CONCLUSIONS

1.4.1 A number of reoccurring issues and strong points for consideration for inclusion within the South Cambridgeshire Gypsy and Traveller DPD have been identified in the assessment process. Listed below are these issues broadly separated into social, environmental and economic topics.

### *Environmental*

- Sites that can offer greater permanence in residence will help reduce the number and distance of vehicle trips that would otherwise have been undertaken. This will have benefits in reducing the potential volume of emitted air pollution.
- Proximity to centres providing services and facilities will have benefits for air quality by reducing vehicle trips. Similarly, sites within new major developments will also result in this benefit.
- The site criteria that feed into the first tier of the three-tier assessment process will help reduce potential impacts on the environment from pollution and by reducing flood risk.
- Sites on Brownfield land should be encouraged to preserve agricultural resources, minimise landscape impacts and avoid environmental effects such as pollution incidents.
- New sites provide the opportunity to employ sustainable design and construction methods, where possible. On-site renewable energy and sustainable drainage systems (SUDs) would provide environmental benefits and the DPD could explore provision for these.
- Locating sites within the greenbelt will have a number of environmental impacts. However, it is acknowledged that those impacts may be inevitable in order to provide for demand and need for sites. In these cases careful site selection and consideration will be needed in the first tier of assessment, to reduce the effect of trade offs between social and environmental goals.
- Constraining site size could affect family groups by separation of social networks. This may result in increasing vehicle trips between sites, or use of illegal sites that have negative environmental effects.
- Privately owned sites, and to a degree, sites that may be owned by housing associations may provide environmental benefits, in particular from nuisance such as noise, as these sites instil an element of pride and ownership.
- The provision of transit and temporary sites will be able to provide some of the infrastructure required for inhabitation and will reduce the likelihood of illegal sites. This in turn will reduce the possible environmental effects associated with illegal sites.
- The three-tier approach, as detailed in the Issue and Options Report 1, if applied correctly will help to apply appropriate environmental protection during the site selection process.



## *Social*

- Adequately providing in full for anticipated need for pitches from the Gypsy and Traveller Community will help avoid illegal sites and the associated and varied sustainability issues that will arise from these, together with providing affordable housing to this section of the community.
- Options for locating sites in proximity to settlements or within new large developments will provide accessibility to services and facilities. This provides benefits in terms of health and educational levels within the Gypsy and Traveller community. Associated benefits also include social integration and cohesion amongst this group and the settled community. These options will promote accessibility to and the use of public transport and encourage walking.
- It must be ensured that for the above benefits to come to fruition the settlement close to Gypsy and Traveller sites or that the site is within must not be overwhelmed in terms of size or demand for services and facilities. In this case negative effects would result.
- The site criteria that feed into the first tier of the assessment process should provide benefits for site safety and therefore community health will benefit.
- Some greenbelt sites may be needed to fulfil demand for pitches. These should however remain close to facilities and communities that can support the new population but should not isolate the Gypsy and Traveller population and divide social groups.
- Constraining site size could have a number of effects. Although smaller sites may limit some issues of the perceived nuisance attached to Gypsies and Travellers they may also affect the ability of family groups to remain together. The potential would therefore be for family and friendship groups to leave designated Gypsy and Traveller sites and locate elsewhere in uncontrolled locations where issues of nuisance, health and safety could feature.
- Site acquisition and ownership has a number of benefits. Ownership can promote pride and care in ownership. This will reduce some of the impacts associated with non-permanent or unsecured encampment such as nuisance and some social issues such as anti social behaviour. These sites can also provide some community facilities on site (such as children's play areas). It is important to note that some Gypsy and Traveller families may have issues with selling or renting pitches to other low-income families, as this is not a normal practice within this social group. Therefore some housing association owned sites can help provide affordable accommodation. The renovation for existing council sites may also help provide accommodation of low-income groups and improve existing on-site facilities.
- Transit and Temporary sites can help fulfil some of the social needs required by those Gypsy and Travellers who are actively travelling. Such sites can help provide accessibility to community services required for short-term habitation. It should be noted that temporary and permanent sites should be separated to avoid social issues within the Gypsy and Traveller community.<sup>3</sup> This will also help to reduce the number of illegal sites and the social issues such as noise and nuisance that may be associated with these.

---

<sup>3</sup> Cambridge County Council (2006), Cambridge Sub-Region Traveller Needs Assessment

- The three-tier approach will help ensure social needs such as accessibility to services and impact on existing settled communities are considered. The result of this may be to help improve health and education levels amongst the Gypsy and Traveller population, as identified within the sub-regional needs assessment as a pressing need.

### ***Economic***

- Proximity to centres providing services and facilities will also provide opportunities for employment and business development amongst the Gypsy and Traveller population.
- The protection of heritage and biodiversity designations is potentially important to protecting some of the tourist interests in the district and wider region.
- Provisions for the inclusion of business use on site will provide opportunities for Gypsy and Travellers to input into the local economy.
- Privately owned sites and the purchase of pitches provide an opportunity for Gypsy and Travellers to be involved in the housing market if desired.
- Transit and temporary sites can ensure that important events in the calendar of Gypsy and Travellers will continue to go ahead. These can be important inputs into the local economy and provide income for some members of the travelling community.
- The three-tier approach to site selection will enable accessibility to local services to be a consideration. This can help provide income for the local economy, via goods and services purchased.

## **2 HOW TO COMMENT ON THIS REPORT**

2.1.1 To comment on this report please contact:

**INFORMATION TO BE ADDED WHEN APPROVED FOR CONSULTATION**

### **3 INTRODUCTION**

#### **3.1 South Cambridgeshire Gypsy and Traveller Development Plan Document**

- 3.1.1 South Cambridgeshire District Council is currently preparing the South Cambridgeshire Gypsy and Traveller Development Plan Document (DPD) as part of the South Cambridgeshire Local Development Framework (LDF).
- 3.1.2 The Gypsy and Traveller DPD (GTDPD) will be a statutory plan that will provide specific planning policy and guidance. This will provide a framework for the planning of Gypsy and Traveller accommodation and the selection of appropriate sites, and will act as a supporting document to the Council's emerging Core Strategy, Development Control Policies and Area Action Plans (AAP) included in the council's Local Development Scheme (LDS).
- 3.1.4 Under Section 39 (2) of the Planning and Compulsory Purchase Act, all new or revised DPDs – including the South Cambridgeshire Gypsy and Traveller DPD must be subject to a Sustainability Appraisal (SA).
- 3.1.6 Prior to adoption, the DPD Issues and Options report will be put forward for public consultation in order to inform the decision making process and the final DPD.
- 3.1.7 This report outlines the Sustainability Appraisal carried out by Scott Wilson for the Issues and Options Report.

## **3.2 South Cambridgeshire Gypsy and Traveller DPD**

- 3.2.1 3.2.1 South Cambridgeshire District Council ('the Council') as part of the South Cambridgeshire Local Development Framework (LDF) has recently prepared the issues and options stage of the development of the Gypsy and Traveller Development Plan Documents (GTDPD). The DPD will form part of the statutory development plan and will be used in the determination of planning applications.
- 3.2.2 The GTDPD will be a statutory plan that will provide specific planning policy and guidance. This will provide a framework for the planning of Gypsy and Traveller accommodation and the selection of appropriate sites and will act as a supporting document to the Council's emerging Core Strategy, Development Control Policies and Area Action Plans (AAP) included in the council's Local Development Scheme (LDS).
- 3.2.3 The GTDPD will provide a vision for the future of South Cambridgeshire and will set out policies and proposals as they relate to Gypsies and Travellers in the District up to 2016. The DPD will also identify a number of sites for Traveller and Gypsy settlements to meet demand up to 2010, taking into consideration the recent Cambridge Sub-Region Traveller Needs Assessment, which identified a need for 110 to 130 pitches in South Cambridgeshire between 2005 and 2010.
- 3.2.4 The GTDPD will address the full range of land use and planning issues that need to be taken into account in bringing forward Gypsy and Traveller sites over the plan period, including how they relate to the settled community.

### 3.3 SA of the DPD options

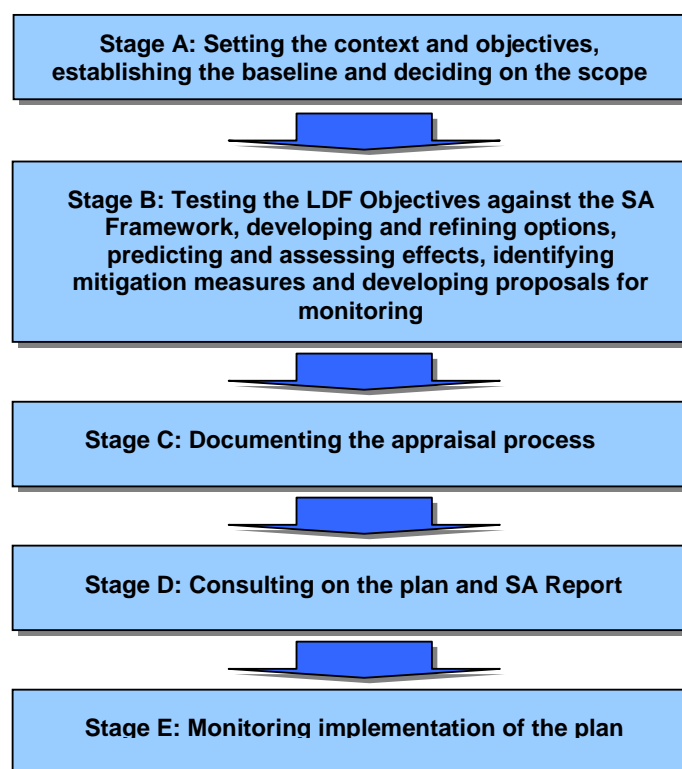
- 3.3.1 Scott Wilson has been commissioned to undertake the Sustainability Appraisal of the draft South Cambridgeshire Gypsy and Traveller DPD Issues and Options Report.
- 3.3.2 Under the Planning and Compulsory Purchase Act 2004, each LDD – the components of an LDF - must undergo a Sustainability Appraisal (SA). SA involves identifying and evaluating a plan's impacts on the community, the environment and the economy – the three dimensions of sustainable development. It also suggests ways of avoiding or reducing negative impacts. The findings of SA should be reflected in the adopted DPD to help ensure that it maximises its contribution to future sustainability.
- 3.3.3 The SA process incorporates the requirements of a new European law, requiring certain plans and programmes to undergo a formal Strategic Environmental Assessment (SEA). SEA involves the systematic identification and evaluation of the environmental impacts of a strategic action (e.g. a plan or programme). In 2001, the EU legislated for SEA with the adoption of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the 'SEA Directive'). The Directive entered into force in the UK on 21 July 2004 and applies to a range of English plans and programmes including many LDDs.
- 3.3.4 SA and SEA are therefore both statutory requirements. The Government's approach to this dual requirement is to incorporate the requirements of the SEA Directive into a wider SA process which considers economic and social as well as environmental effects. To this end, in September 2004, the Government published draft guidance – which was finalised in November 2005 - on undertaking SA of LDDs that incorporates the requirements of the SEA Directive<sup>4</sup> ('the Guidance'). The combined SA / SEA process is referred to in the Guidance and in this document as 'Sustainability Appraisal (SA)'.
- 3.3.5 The Guidance advocates a five-stage approach to undertaking SA (see Figure 2).
- 3.3.6 Stage A involves establishing the framework for undertaking the SA – essentially a set of sustainable development objectives against which each LDD, including the South Cambridgeshire Gypsy and Traveller DPD, can be assessed – together with the evidence base that will help to inform the appraisal. The framework and evidence base are documented in Scoping Report and the Scoping Report Addendum<sup>5</sup> for South Cambridgeshire District Council and a set of objectives have been developed against which each LDD will be assessed. These are outlined in the South Cambridgeshire Gypsy and Traveller DPD Scoping Report.

---

<sup>4</sup> ODPM (2005). *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*.

<sup>5</sup> This report acts as an addendum to the Scoping Report and reflects a second stage of Scoping. The report contains additional Scoping information relevant to the Gypsy and Traveller DPD that forms the basis of the assessment of draft South Cambridgeshire Gypsy and Traveller DPD – Issues and Options Report.

Figure 2. Five stage approach to SA



- 3.3.7 No specific objectives were proposed for the assessment of the Gypsy and Traveller DPD, as it was considered that the 22 SA objectives set out in the Scoping Report, and in particular those listed under inclusive communities will adequately cover the scope of the GTDPD.
- 3.3.7 Stage B of the SA process involves the main body of appraisal work. With respect to the South Cambridgeshire Gypsy and Traveller DPD, this involves assessing the various DPD options generated, the choice of which will provide the foundations for the South Cambridgeshire Gypsy and Traveller DPD.
- 3.3.8 This report – referred to as an **Interim SA Report** – documents the appraisal of the options proposed by the council and summarises their potential economic, social and environmental implications. This report – although not a formal requirement – has been prepared to help demonstrate that sustainability considerations have been incorporated into the development of the South Cambridgeshire Gypsy and Traveller DPD from an early stage, and to provide information for stakeholders as well as an audit trail of the appraisal process. The appraisal findings documented in this report will be taken into account by the Council in the development and choice of the preferred options that will provide the basis for the South Cambridgeshire Gypsy and Traveller DPD.

### 3.4 What happens next?

- 3.4.1 Following the choice of preferred options, a further appraisal will be undertaken of these and the findings will be documented in a **Final SA Report**. The latter will be published for consultation alongside the report on the preferred options (as required by Regulation 26 of the Town and Country Planning (Local Development) Regulations, 2004).

### 3.5 Report structure

- 3.5.1 This report is structured as follows:

Section 4 – Summarises the relevant findings from Stage A in the SA process

Section 5 – Sets out the options appraisal methodology

Section 6 – Sets out the appraisal of the draft South Cambridgeshire Gypsy and Traveller DPD options

Appendix 4 – Sets out the plan level assessment

Appendix 5 – Sets out the summary matrix of appraisal findings

Appendix 6 – Sets out the detailed appraisal findings

- 3.5.2 The SEA Directive sets out a legal assessment process that must be followed. In light of this, this report clearly sets out the relevant requirements of the SEA Directive and explains how these have been satisfied (or will be satisfied). In particular, the SEA Directive requires that 'reasonable alternatives' – or options - are identified, described and evaluated, taking into account 'the geographical scope of the plan or programme'.



## 4 STAGE A FINDINGS

### 4.1 Introduction

4.1.1 Stage A in the SA process involved five key tasks:

**A1 – Identify other relevant plans, programmes and sustainability objectives that will influence the LDF**

**A2 – Collect relevant social, environmental and economic baseline information**

**A3 – Identify key sustainability issues for the SA / plan to address**

**A4 – Develop the SA framework, consisting of the SA objectives, indicators and targets**

**A5 – Produce a Scoping Report and consult relevant authorities, the public and other key stakeholders on the scope of the appraisal**

4.1.2 Stage A in the SA process was undertaken in 2005 and the findings documented in Scoping Report the Scoping Report Addendum. The South Cambridgeshire Scoping Report was subject to consultation in June 2005 and was subsequently revised in light of comments received. The Scoping Addendum has undergone consultation in August 2006. The principal findings from Stage A are summarised in the sections that follow.

### 4.2 A1: Context Review

4.2.1 The first task in Stage A of the SA process involved reviewing the policy and sustainability context in which the South Cambridgeshire District Council LDFs are being prepared. This entailed reviewing a large number of policies, plans, programmes, strategies and initiatives (PPPSIs) prepared at international, national, regional and local level considered relevant to the LDF. This review identified a number of pre-requisites (including targets), which policies in the documents comprising the LDF must reflect in the light of local circumstances. The documents examined for the South Cambridgeshire District Council LDFs are given in Appendix 1. This also contains the additional PPPSIs reviewed as part of the Gypsy and Traveller Scoping Addendum.

### 4.3 A2: Baseline information

A second programme of research was undertaken to assemble a baseline dataset which quantifies local conditions on 35 parameters, including river water quality, air quality, loss of high quality agricultural land, the area and condition of important wildlife habitats, levels and patterns of commuting and travel to school, availability of shops and other amenities in the District's villages, unemployment levels, educational achievement rates, etc. Data on conditions in adjacent local authority areas, in the East of England, or nationally, was used to determine whether environmental, economic and social conditions in the District were favourable, average or typical of the surrounding region, or unsatisfactory and in need of specific corrective policy. The findings of the baseline reviews for the South

Cambridgeshire District Council Scoping Report, together with updated baseline information from the South Cambridgeshire District Council Annual Monitoring Report, 2005 are given in Appendix 2.

#### 4.4 A3: Sustainability Issues

4.4.1 A range of sustainability issues of particular relevance to the Gypsy and Traveller DPD were identified in addition to those highlighted in the original Scoping Report. These have helped to inform the sustainability assessments undertaken during Stage B of the SA process.

4.4.2 A complete list of the broad sustainability issues relating to South Cambridgeshire can be found in the South Cambridgeshire Scoping Report. Table 2 below provides a summary of additional sustainability issues of particular relevance to the Gypsy and Traveller DPD that have been highlighted.

*Table 2 Summaries of South Cambridgeshire District Council Gypsy and Traveller DPD additional Sustainability Issues*

Sustainability problem	Supporting evidence and issues for consideration
<b>Social</b>	
<b>Location based needs: Access to services (local shops, doctors and health centres, schools, employment)</b>	<ul style="list-style-type: none"> <li>Consider locations in or near existing settlements with access to local shops, doctors and schools (First Priority for consideration, ODPM, 2006)</li> <li>Consider access to sites. No disabled access reported for some council sites (Regional Needs Assessment 2006)</li> <li>Wider benefits of easier access to GP and other health services (Issues of Sustainability, ODPM, 2006)</li> <li>Children attending school on a regular basis (Issues of Sustainability, ODPM, 2006)</li> <li>Need to provide sites, including transit sites, in locations that meet the current working patterns of gypsies and travellers (18, ODPM, 2006)</li> <li>Consideration must be given to vehicular access from public highway, provision for parking, turning and servicing on site, and road safety for occupants and visitors (Best Practice, ODPM, 2006)</li> <li>High incidence of educational disadvantage (Regional Needs Assessment 2006)</li> <li>High incidence of serious health problems (Regional Needs Assessment 2006)</li> </ul>

<p><b>Health inequality and wider determinants</b></p>	<ul style="list-style-type: none"> <li>• Gypsies are believed to experience the worst health and education status of any disadvantaged group in England (ODPM, 2006)</li> <li>• Health outcomes and status significantly poorer than that found in the lowest socio-economic group in the UK population (Parry et al, 2004)</li> <li>• Accommodation is overriding factor as the context for bad health effects, this is due to:             <ul style="list-style-type: none"> <li>- Increased evictions</li> <li>- Restricted access to healthcare and education</li> <li>- Increase in unsafe conditions on roadside sites</li> <li>- Breakdown of social and community support networks</li> <li>- Road side sites with limited access to clean water (Regional Needs Assessment 2006)</li> </ul> </li> <li>• Wider health determinants include:             <ul style="list-style-type: none"> <li>- High levels of racism from neighbours</li> <li>- Feelings of isolation and loss of identity (Regional Needs Assessment 2006)</li> </ul> </li> <li>• Access to services (ODPM, 2006)</li> <li>• Breakdown of support networks (Regional Needs Assessment 2006)</li> </ul>
<p><b>Ability of family groups to be located together or in close proximity</b></p>	<ul style="list-style-type: none"> <li>• Family networks and informal reciprocal arrangements are important for encouraging and sustaining economic activity (Regional Needs Assessment 2006)</li> <li>• Some communities of gypsies and travellers live in extended family groups and often travel as such. This is a key feature of their traditional way of life that has an impact on planning for their accommodation needs (19, ODPM 2006)</li> <li>• Council sites have been criticised for lack of expansion space which undermines the structure of extended families (3.3.5 Regional Needs Assessment 2006)</li> <li>• When household sizes reach around six individuals they seem to displace to unauthorised sites, perhaps because of the difficulty in accessing a large enough pitch on an authorised site (3.5.5 Regional Needs Assessment 2006)</li> </ul>
<p><b>Effect on and integration with settled communities</b></p>	<ul style="list-style-type: none"> <li>• Sites should respect the scale of, and not dominate the nearest settled community. They should also avoid placing undue pressure on the local infrastructure (54, ODPM, 2006)</li> <li>• Promotion of peaceful and integrated co-existence between the site and the local community (Issue of Sustainability, ODPM, 2006)</li> <li>• Consider potential for noise and other disturbance from movement of vehicles on the site and on site business activities (Priority for consideration, ODPM, 2006)</li> </ul>

<p><b>Range of sites available, and levels of permanence must meet needs of Gypsy/Traveller population</b></p>	<ul style="list-style-type: none"> <li>• Need for more sites of all kinds: public, private, long-stay and transit (Regional Needs Assessment 2006)</li> <li>• Gypsy/Traveller preference for small self-owned long stay sites for family groups, on edge of a village and near established Gypsy/Traveller communities (Regional Needs Assessment 2006)</li> <li>• Even if every Gypsy/Traveller family in the country had their own long-stay or 'settled' base, there would still be a need for transit sites for those who are travelling (3.3.8, Regional Needs Assessment 2006)</li> <li>• Transit and residential sites should not be placed at the same location (3.3.10, Regional Needs Assessment 2006)</li> <li>• Number of unauthorised caravans in district has grown by over 100 in recent years, SCDC recorded 183 unauthorised caravans in July 2005, second highest count in the country (Regional Needs Assessment 2006)</li> </ul>
<p><b>Economic</b></p>	
<p><b>Type of work available to Gypsies and Travellers changing (and higher risk of economic deprivation)</b></p>	<ul style="list-style-type: none"> <li>• Types of work have changed over recent years contributing to severe economic disadvantage and social exclusion (Regional Needs Assessment 2006)</li> <li>• The South Cambridgeshire district has a high ratio of private authorised to council accommodation. This does not address the needs of those Gypsies/Travellers who lack resources to buy their own land (Regional Needs Assessment 2006)</li> </ul>
<p><b>Environmental</b></p>	
<p><b>Consideration of Nature and Heritage Designations</b></p>	<ul style="list-style-type: none"> <li>• Criteria should be tightly and reasonably defined, e.g. conditions such as 'the site does not impact on any area with natural/wildlife interest' is too wide (Criteria which are unacceptable, ODPM, 2006)</li> <li>• Recommendation: map designations and use in the assessment of site allocations</li> </ul>
<p><b>General Environmental Impacts</b></p>	<ul style="list-style-type: none"> <li>• Provision of a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment (Issues of Sustainability, ODPM, 2006)</li> <li>• Use of brownfield, untidy or derelict land can be encouraged as this may help to enhance the environment and increase openness (ODPM, 2006)</li> </ul>

<b>Environmental considerations for location of sites</b>	<ul style="list-style-type: none"><li>• Not locating sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans (Issues of Sustainability, ODPM, 2006)</li><li>• Should not be located on significantly contaminated land (National Best Practice, ODPM, 2006)<ul style="list-style-type: none"><li>- Note that there is no discussion of possibilities to remediate contaminated land in ODPM guidance, consider significance issues and appropriate safety levels for caravan sites and outdoor play areas.</li></ul></li><li>• Issues on council sites include:<ul style="list-style-type: none"><li>- Poor drainage</li><li>- Fire risk (Regional Needs Assessment 2006)</li></ul></li></ul>
---	---

## 4.5 A4: SA objectives

4.5.1 SA is fundamentally based on an **objectives-led approach** whereby the potential impacts of a plan are gauged in relation to a series of objectives for sustainable development. In other words, the objectives provide a methodological yardstick against which to assess the effects of the plan.

4.5.2 As part of Stage A of the SA process, a series of 22 sustainable development objectives were established and outlined in the South Cambridgeshire Gypsy and Traveller DPD Scoping Report Addendum – see Appendix 3. The Scoping Report and addendum provide further details of how these objectives were developed and consulted upon.

## 5 APPRAISAL METHODOLOGY

### 5.1 Introduction

5.1.1 SA centres on the consideration of different **options**. The draft report on Issues and Options for the South Cambridgeshire Gypsy and Traveller DPD sets out a series of options organised around a series of the following themes and sub-issues:

- **Identifying New Gypsy and Traveller Sites:**
  - Approach to identifying sites
  - Site Suitability
  - Sustainability of the Location
  - Major New Developments
  - Impact on Valued Areas
  - Impact on Nearest Settlement
  - Special Needs of Gypsies and Travellers
  - Site Availability/Site Acquisition
  - Site Ownership and Management
  - Affordable Accommodation
  - Transit and Temporary Sites
  
- **Methodology for identifying sites:**
  - Tier 1 – Location
  - Tier 2 – Highway Access and Infrastructure
  - Tier 3 – Deliverability, Design and Impact
  - Potential Sites
  - Further Options
  
- **Other Considerations:**
  - Dealing with Unauthorised Sites, Planning Applications and Enforcement
  - Regenerating Existing Sites
  - Community Education Programmes

- 5.1.2 This stage of the SA process involves assessing the options against the SA framework – essentially the SA objectives (see Appendix 3). This reflects the Guidance which states that, *“The options need to be compared with each other and with the current social, environmental and economic characteristics of the area which is subject to the DPD and the likely future situation without a DPD. In doing so they need to be tested against the SA framework”*.
- 5.1.3 Options can be described as the range of rational choices open to plan-makers for delivering the plan objectives. In line with the Guidance this report considers the term “options” to be synonymous with the term “alternatives”.
- 5.1.4 The need to consider and appraise options stems partly from the requirements of the SEA Directive:

**Under the SEA Directive, plan and programme proponents should ensure that: “reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated” (Article 5(1)) and the Environmental Report should include “an outline of the reasons for selecting the alternatives dealt with” (Annex I(h)).**

- 5.1.5 It should be noted that it is not the role of the SA to determine which of the options from a given set should be chosen as the basis for moving forward; SA simply provides decision-makers with information to help inform their decision.

## 5.2 Plan Objectives

- 5.2.1 Stage B1 of the guidance on SA<sup>6</sup> is designed to test the DPD objectives against the sustainability appraisal framework. At this stage of development of the plan the DPD objectives have not been identified and included within the Issues and Options Report 1. The plan objectives should therefore be assessed when they have been derived and included in the full SA Report.

## 5.3 Appraisal methodology

**The ‘Environmental Report’ required under the SEA Directive should include:**

***“a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information”***

**(Annex 1(h))**

- 5.3.1 The appraisal involved undertaking a two-stage assessment process, each stage assessing the performance of each option against each SA objective. The appraisal was a qualitative exercise based on professional judgement on the part of

<sup>6</sup> ODPM (2005). *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*.

Scott Wilson taking into account the information gathered in the Scoping Report and the background information set out in the draft Issues and Options Report for the South Cambridgeshire GTDPD. The appraisal of the options was carried out in September 2006.

- 5.3.2 The initial stage of the approach was to undertake a broad assessment has been undertaken comparing the potential sustainability benefits of producing the GTDPD against the “No Plan” situation. Government guidance on SA<sup>7</sup> suggests that in certain circumstances the “no DPD” situation can be assessed as a useful comparison. The results of this initial assessment are detailed in Appendix 4. Although the government circular on Gypsy and Travellers<sup>8</sup> states that Local Authorities need to produce a policy and site allocation document, the assessment is still beneficial in highlighting in terms of sustainability the benefits of this process.
- 5.3.3 The second stage of the assessment process involved the comparison of the detailed options included in the Councils Issues and Options document. Table 8 in Appendix 5 provides a summary of the results. The impacts of the options on each objective were defined as having a significant positive benefit, some positive benefit, moderate adverse impact, negative, uncertain or not significant / no clear link. A summary was included for each set of options. Appendix 6 details these summaries. This summary included, where appropriate, views on the ‘most sustainable option’ as well as key issues arising, potential mitigation measures, sources of uncertainty and assumptions in making the assessment
- 5.3.4 The assessment is based on the criteria included in Table 3 below.

**Table 3: Appraisal scoring symbols**

Shading	Likely effect on the SA Objective
++	Significant positive benefit
+	Some positive benefit
-	Moderate adverse impact
--	Negative
?	Uncertain or insufficient information on which to determine
X	No significant effect / no clear link

<sup>7</sup> ODPM (2005). *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*.

<sup>8</sup> ODPM Circular 01/2006, Planning For Gypsy and Traveller Caravan Sites



## 6 OPTIONS APPRAISAL FINDINGS

### 6.1 Introduction

- 6.1.1 This section sets out the key findings from the appraisal of the South Cambridgeshire Gypsy and Traveller DPD options.
- 6.1.2 This section includes a number of appraisal matrices that detail the effects of the options. Initially the result of the overarching assessment comparing the likely effects of the Gypsy and Traveller DPD against the effects of not including policy on Gypsy and Travellers in the LDF (The No Plan Option). Appendix 4 illustrates this assessment.
- 6.1.3 The second stage of assessment involved the production of a summary matrix (Appendix 5), which provides an overview of the general performance of the different options against the SA objectives. As such it provides a ‘window’ to the rest of the appraisal.
- 6.1.4 The most appropriate way of using this matrix is to treat it as a summary of the whole SA. It helps to identify issues of importance such as; where the burden of negative impacts lie; which options are characterised by a high degree of uncertainty, and which options perform well. The reader should then refer to the appraisal tables in Appendix 6 to obtain more detail on the background to the appraisal scores that they consider most important in deciding which options to select. This information is also summarised in section 6.3.
- 6.1.5 To effectively communicate the key sustainability issues identified in the assessment a further set of summary tables have been included in section 6.3 of this report.

### 6.2 DPD assessment

- 6.2.1 The results of the assessment of the “No Plan option” and the GTDPD option against the SA objectives are illustrated in Appendix 4.
- 6.2.2 The assessment clearly indicates that the plan option provides sustainability benefits across environmental, social and economic grounds. The DPD provides the opportunity to fulfil the housing needs of Gypsies and Travellers. This has been identified as providing the ability for greater long-term residence on sites as identified in the Regional Needs Assessment<sup>9</sup>. This has a number of benefits including promoting accessibility to services such as health and education, accessibility to services and reducing the number of illegal sites. Illegal sites have a number of negative environmental issues associated with them (such as pollution and waste), have health and safety and anti-social behaviour issues, and a lack of permanence that increase the amount of movement that Gypsies and Travellers may be forced into, thus increasing air pollution. The GTDPD will help allocate sites, and the size and type of site. Therefore the DPD can consider environmental constraints and social issues, including needs of the travelling and settled populations when formulating policy and allocating sites. Economically the GTDPD

---

<sup>9</sup> Cambridge County Council (2006), Cambridge Sub-Region Traveller Needs Assessment

can be used to provide an opportunity for Gypsies and Travellers to input into the economy of the district by providing employees and by developing business activities within some sites.

- 6.2.3 Although a requirement of the circular on Gypsies and Travellers<sup>10</sup> to produce a DPD, there are clear sustainability benefits to undertaking this process.

### **6.3 Options assessment**

- 6.3.1 Each option in turn has been assessed against the SA objectives and included in a summary matrix (Appendix 5). Each objective in turn has then been analysed with its environmental, social and economic effects discussed and recorded in tables in Appendix 6.
- 6.3.2 The large number of options that are included in the issues and options Report 1 results in a large volume of information identified in the assessment. To enable the reader to further digest this information a number of summary tables have been constructed. These display information relating to the key issues identified in the assessment of options. The options are grouped into themes and sub groups identified in section 5.1.1.
- 6.3.3 Table 4 below displays the summaries of information.

---

<sup>10</sup> ODPM Circular 01/2006, Planning For Gypsy and Traveller Caravan Sites

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

**Table 4: Summary matrices detailing the outcomes of the assessment of options**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Need For Additional Gypsy and Traveller Sites (GT1-2)</b>	Environmental effects are in general unknown. Fulfilling needs for greater provision of permanent sites will, however, help to reduce traffic and reduce impacts on air pollution.	The key consideration is to provide permanent sites. Fulfilling the indicated need is considered to be the most sustainable option. This will help combat illegal sites and increase accessibility to services.	Minimal effects identified	The options will help provide greater permanence for Gypsy and Travellers. This will reduce illegal sites and help reduce pollution, improving human and ecological health. It is considered that fulfilling need for pitches will also eventually prompt mixing and greater co-operation between social groups.
<b>Mitigation: The DPD will also consider options for location and type of sites, which will help identify and mitigate for potential environmental effects, and indicate how demand for sites may be met.</b>				

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Suite Suitability (GT4-12)</b>	Options generally stipulate conditions which would require site location within or close to settled areas rather than rural and greenbelt locations. As such, these options return positive impacts for environmental objectives.	These options ensure that gypsy and traveller safety issues and needs are addressed and return positive impacts for social sustainability objectives. The options will help to meet the site requirements of the travelling community.	The options are such that accessibility to employment is considered to increase, both in proximity to employment opportunities and through the long-term stability of residence.	Options 4A and 4C would possibly prove difficult to implement alongside the remaining options due to lack of infrastructure in more rural areas outside settlement frameworks. The remaining options would have positive cumulative impacts for gypsy and travellers needs and safety requirements of sites.
<b>Mitigation: Landscaping options would ensure that any negative impacts on amenity of sites close to and within settled areas would be mitigated.</b>				

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Sustainability of the Location (GT13-18)</b>	Options that stipulate site location outside of settled areas, would potentially impact on undeveloped land and return adverse environmental impacts. The re-use of brownfield land is considered an advantage.	Options that stipulate site location within or near to larger settled communities return positive impacts in terms of accessibility to services and employment opportunities. Options that result in site locations outside of such areas and at larger distances from public transport nodes do not return positive impacts for social objectives, for example redressing inequalities based on age and physical ability.	Greater accessibility to larger settlements both in proximity and by public transport will return positive impacts for economic objectives, as this will increase access to employment.	The cumulative impacts of options that provide for sites in rural locations and of options where there is a greater distance to public transport services and a lower frequency of service will result in adverse impacts for social and economic objectives. Options where sites could be located close to or within settled areas and close to frequent public transport links will return positive impacts across social and economic objectives.

**Mitigation: Distance from local settlements and adverse effects on accessibility to services and employment could be mitigated by options providing close access to public transport nodes with high frequency of service, although it should be noted that desired accessibility may not be achievable for all sites.**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Major New Developments (19-20)</b>	Consideration of gypsy and traveller sites at new developments could ensure that sustainable construction methods are employed on such sites together with the integration of renewable energy and water conservation methods.	Consideration of provision of gypsy and traveller pitches at all major developments would potentially ensure that pitches at such developments would have access to local services and amenities.	Consideration of provision of gypsy and traveller pitches at all major developments would potentially ensure proximity to public transport in turn accessibility to employment and education by means other than the car.	Not Applicable.

**Mitigation: The DPD should look to include reference to increasing sustainability in the construction of sites, such as the inclusion of renewable energy and sustainable drainage systems where applicable.**

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Impact on Valued areas (21-26)</b>	Options providing for site location within the greenbelt return adverse impacts on environmental objectives, particularly for landscape and biodiversity. Options stipulating that designated sites and greenbelt areas would not normally be permitted for development return positive environmental impacts.	Options providing for development in the greenbelt may ensure that requirements for pitch allocations are met. Accessibility to services will be reduced in rural locations and the gypsy and traveller community may be isolated in such areas.	The protection of designated sites will have a positive impact on economic objectives to a degree through the protection of tourist attractions, including wildlife areas.	Although some of the impacts of greenbelt land could be mitigated through protection of designated sites, it remains that landscape and undeveloped land will be impacted. These impacts will need to be reconciled with those of site allocations and the capacity for the region to provide for these.

**Mitigation: Some of the adverse environmental impacts of the use of land in the greenbelt could be mitigated through the protection of designated areas.**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Impact on Nearest Settlement (27-29)</b>	These options deliver positive impacts for environmental objectives, due to limiting pressure on energy and water consumption, pollution and in particular impacts on landscape.	The potential for these options to deliver affordable housing will depend on the interpretation of the wording and the factors considered when reconciling the need for pitches and the impact on local settlements.	These options would encourage and support tourism and therefore deliver some positive economic impacts.	The cumulative impact of these options could result in a lack of provision for gypsy and traveller sites, should the wording be interpreted widely.

**Mitigation: Clear guidance will be required as to the significance of pressures on infrastructure, impacts on character and appearance of locality and pressures on local communities to ensure consistency and transparency in decision-making processes.**

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Special Needs of Gypsies and Travellers (30-37)</b>	<p>These options generally return unknown impacts on environmental objectives such as consumption of resources. However, smaller sites with lower levels of pitches will increase use of transport since networks of family groups may be split between pitches. Sites that do not take into account local infrastructure will not return positive impacts.</p>	<p>Smaller sites are generally a preferred factor in site provision, however smaller sites may not provide for the full requirements of pitch allocations in the region. In addition small sites that are isolated would not be suitable as the success of sites may depend on the ability for socials networks to be maintained. Options providing for business use on site and play areas return positive social impacts.</p>	<p>Business use on site will return positive economic impacts including an increase in skills.</p>	<p>A restriction on number of pitches and on business use on site will have an overall negative impact on social objectives.</p>

**Mitigation: Consideration of location of smaller sites could ensure that family networks are maintained. This would ensure the success of the management of smaller sites. Smaller sites also have the potential to be supported by on site energy generation.**

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Site Availability, acquisition, ownership and management (38-41)</b>	The impacts of using council-owned land will be adverse, due to most of the available land being open space and countryside areas. Sites owned by private landowners and Housing Associations will return positive impacts.	Making sites available to be owned by private landowners may encourage ownership by Gypsy and Travellers. This will provide benefits such as helping to reduce anti social behaviour, promote understanding amongst the wider community, fulfil needs and requirements and support health and educational requirements. Sites owned by Housing Associations will return positive impacts, in part as they will provide accommodation for lower income families. These options will help reduce the likelihood of illegal sites.	Positive economic impacts will be returned for privately owned sites and those run by housing associations.	The use of council owned land its management by the council will have cumulative social and environmental impacts.

**Mitigation: The regeneration and maintenance of council owned and managed sites would mitigate against environmental and social adverse impacts of their management.**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Affordable accommodation (42-43)</b>	The options will not impact on environmental objectives as they purely relate to provision of affordable pitches.	Affordable housing, provided by Housing Association management would ensure social objectives are met. The impacts of allocating a proportion of affordable pitches are unknown as it is not clear what proportion would be used and whether this is adequate to provide for need.	The options assessment has not identified any economic effects.	Not Applicable

**Mitigation: Option GT43 requires some clarity as to how affordable pitches could be provided on sites where extended families may need to be accommodated over time.**

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Transit and Temporary Sites (44-45)</b>	The provision of transit sites would reduce the need for unauthorised encampment and reduce adverse environmental impacts associated with this.	Provision of transit sites fulfils the needs of gypsies and travellers and returns positive social impacts.	The options assessment has not identified any economic effects.	Lack of provision of temporary and transit sites would have cumulative adverse social impacts. The provision of both transit and temporary sites would ensure needs are met and reduce impacts from unauthorised sites.

**Mitigation: Transit and temporary sites should be provided to mitigate against unauthorised sites and the negative impacts of these.**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Methodology for Identifying Sites (3, 46-47)</b>	The three-tier approach to site selection returns positive environmental impacts. The consideration of unauthorised sites could potentially reduce the use of undeveloped land.	These options return positive social impacts, including health status of the traveller community and safety issues.	The three-tier approach would ensure access to local services and facilities, including.	The cumulative impact of these options would return positive impacts across environmental and social objectives.

**Mitigation: Details of how the criteria will be applied must be included in the DPD to ensure the identified benefits occur**

Group of Options	Environmental	Social	Economic	Cumulative, synergistic and indirect impacts
<b>Other Considerations (48-49)</b>	Regeneration of existing sites will return positive environmental impacts for landscape and townscape character. Aside from this few significant environmental effects have been noted	These options will return positive social impacts. The options provide an opportunity to improve facilities on existing sites and promote understanding and education amongst the travelling and settled populations. The extent of these benefits will be dependent on the specific regeneration programme put in place.	These options return positive economic benefits and will enable greater access to employment.	The cumulative impacts of these options will result in positive impacts across environmental, social and economic objectives.

**Mitigation: Regeneration of existing sites will mitigate against pressures on existing land by providing improved accommodation.**



## 6.4 Conclusions

6.4.1 A number of reoccurring issues and strong points for consideration for inclusion within the South Cambridgeshire Gypsy and Traveller DPD have been identified in the assessment process. Listed below are these issues broadly separated into social, environmental and economic topics.

### *Environmental*

- Sites that can offer greater permanence in residence will help reduce the number and distance of vehicle trips that would otherwise have been undertaken. This will have benefits in reducing the potential volume of emitted air pollution.
- Proximity to centres providing services and facilities will have benefits for air quality by reducing vehicle trips. Similarly, sites within new major developments will also result in this benefit.
- The site criteria that feed into the first tier of the three-tier assessment process will help reduce potential impacts on the environment from pollution and by reducing flood risk.
- Sites on Brownfield land should be encouraged to preserve agricultural resources, minimise landscape impacts and avoid environmental effects such as pollution incidents.
- New sites provide the opportunity to employ sustainable design and construction methods, where possible. On-site renewable energy and sustainable drainage systems (SUDs) would provide environmental benefits and the DPD could explore provision for these.
- Locating sites within the greenbelt will have a number of environmental impacts. However, it is acknowledged that those impacts may be inevitable in order to provide for demand and need for sites. In these cases careful site selection and consideration will be needed in the first tier of assessment, to reduce the effect of trade offs between social and environmental goals.
- Constraining site size could affect family groups by separation of social networks. This may result in increasing vehicle trips between sites, or use of illegal sites that have negative environmental effects.
- Privately owned sites, and to a degree, sites that may be owned by housing associations may provide environmental benefits, in particular from nuisance such as noise, as these sites instil an element of pride and ownership.
- The provision of transit and temporary sites will be able to provide some of the infrastructure required for inhabitation and will reduce the likelihood of illegal sites. This in turn will reduce the possible environmental effects associated with illegal sites.
- The three-tier approach, as detailed in the Issue and Options Report 1, if applied correctly will help to apply appropriate environmental protection during the site selection process.

## *Social*

- Adequately providing in full for anticipated need for pitches from the Gypsy and Traveller Community will help avoid illegal sites and the associated and varied sustainability issues that will arise from these, together with providing affordable housing to this section of the community.
- Options for locating sites in proximity to settlements or within new large developments will provide accessibility to services and facilities. This provides benefits in terms of health and educational levels within the Gypsy and Traveller community. Associated benefits also include social integration and cohesion amongst this group and the settled community. These options will promote accessibility to and the use of public transport and encourage walking.
- It must be ensured that for the above benefits to come to fruition the settlement close to Gypsy and Traveller sites or that the site is within must not be overwhelmed in terms of size or demand for services and facilities. In this case negative effects would result.
- The site criteria that feed into the first tier of the assessment process should provide benefits for site safety and therefore community health will benefit.
- Some greenbelt sites may be needed to fulfil demand for pitches. These should however remain close to facilities and communities that can support the new population but should not isolate the Gypsy and Traveller population and divide social groups.
- Constraining site size could have a number of effects. Although smaller sites may limit some issues of the perceived nuisance attached to Gypsies and Travellers they may also affect the ability of family groups to remain together. The potential would therefore be for family and friendship groups to leave designated Gypsy and Traveller sites and locate elsewhere in uncontrolled locations where issues of nuisance, health and safety could feature.
- Site acquisition and ownership has a number of benefits. Ownership can promote pride and care in ownership. This will reduce some of the impacts associated with non-permanent or unsecured encampment such as nuisance and some social issues such as anti social behaviour. These sites can also provide some community facilities on site (such as children's play areas). It is important to note that some Gypsy and Traveller families may have issues with selling or renting pitches to other low-income families, as this is not a normal practice within this social group. Therefore some housing association owned sites can help provide affordable accommodation. The renovation for existing council sites may also help provide accommodation of low-income groups and improve existing on-site facilities.
- Transit and Temporary sites can help fulfil some of the social needs required by those Gypsy and Travellers who are actively travelling. Such sites can help provide accessibility to community services required for short-term habitation. It should be noted that temporary and permanent sites should be separated to avoid social issues within the Gypsy and Traveller community.<sup>11</sup> This will also help to reduce the number of illegal sites and the social issues such as noise and nuisance that may be associated with these.

---

<sup>11</sup> Cambridge County Council (2006), Cambridge Sub-Region Traveller Needs Assessment

- The three-tier approach will help ensure social needs such as accessibility to services and impact on existing settled communities are considered. The result of this may be to help improve health and education levels amongst the Gypsy and Traveller population, as identified within the sub-regional needs assessment as a pressing need.

### ***Economic***

- Proximity to centres providing services and facilities will also provide opportunities for employment and business development amongst the Gypsy and Traveller population.
- The protection of heritage and biodiversity designations is potentially important to protecting some of the tourist interests in the district and wider region.
- Provisions for the inclusion of business use on site will provide opportunities for Gypsy and Travellers to input into the local economy.
- Privately owned sites and the purchase of pitches provide an opportunity for Gypsy and Travellers to be involved in the housing market if desired.
- Transit and temporary sites can ensure that important events in the calendar of Gypsy and Travellers will continue to go ahead. These can be important inputs into the local economy and provide income for some members of the travelling community.
- The three-tier approach to site selection will enable accessibility to local services to be a consideration. This can help provide income for the local economy, via goods and services purchased.

## APPENDIX 1

*Table 5a: Plans and programmes relevant to the South Cambridgeshire LDF (Source: South Cambridgeshire District Council, 2006).*

International Level	
1	The Kyoto Protocol on Climate Change (1992)
2	The Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)
3	EC Council Directive 79/409/EEC, on the Conservation of Wild Birds (1979)
4	EC Council Directive 92/43/EEC, on the Conservation of Natural Habitats and of Wild Fauna and Flora (1992)
5	The Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)
6	EC Council Directive 85/337/EEC & 97/11/EC, on the Assessment of the Effects of certain Public and Private Projects on the Environment (1985)
7	EC Council Directive 1999/31/EC, on the landfill of waste (1999)
8	The Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat (1971)
9	Water Framework Directive (EC 2002)
National Level	
10	A better quality of life, a strategy for sustainable development for the UK (DETR 1999)
11	Working with the Grain of Nature – A Biodiversity Strategy For England (DEFRA 2002)
12	PPS1 Delivering Sustainable Development (ODPM 2004)
13	PPG3 Housing (ODPM 2000)
14	PPS6 Town Centres and Retail Development (ODPM 2005)
15	PPS7 Sustainable Development in Rural Areas (ODPM 2004)
16	PPG9 Nature Conservation (DoE 1994)
17	PPG13 Transport (DETR 2001)
18	PPG15 Planning and the Historic Environment (DoE 1994)
19	PPG16 Archaeology and Planning (DoE 1993)
20	PPG17 Planning for Open Space, Sport and Recreation (ODPM 2002)
21	PPS22 Renewable Energy (ODPM 2004)
22	PPS23 Planning and Pollution Control (ODPM 2004)
23	PPG25 Development and Flood Risk (ODPM 2001)
24	Transport Ten Year Plan (Department of Transport 2000)
25	Energy White Paper: Our energy future – creating a low carbon economy (DTI 2003)
26	Rural White Paper: Our Countryside: The Future - A Fair Deal for Rural England (DETR 2000)
27	Planning (Listed Buildings and Conservation Areas) Act 1990
28	The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Addendum (DEFRA 2003)
29	UK Waste Strategy (DEFRA 2000)
30	Choosing Health: making healthier choices easier' White Paper (DoH November 2004).
31	'Securing Good Health for the Whole Population: Final report. HM Treasury (2004)
32	'Delivering Choosing health: making healthier choices easier' Guidance (DoH) March 2005.
33	Home Office target Delivery Report 2003
34	Strategy for Sustainable Farming and Food (Defra 2002)
Regional Level	
35	Sustainable Communities in the East of England (ODPM 2003)
36	A Sustainable Development Framework for the East of England (EERA 2001)
37	Our Environment, Our Future (Regional Environment Strategy, EERA 2003)
39	Culture: A Catalyst for Change. A strategy for cultural development for the East of

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

	<b>England (Living East 1999+)</b>
40	Regional Economic Strategy (EEDA, 2001)
41	EEDA Corporate Plan 2003 - 2006
42	Regional Planning Guidance for East Anglia (GOEAST 2000)
43	Draft RSS14 East of England Plan (EERA 2004)
44	East of England Regional Waste Management Strategy (East of England Region Waste Technical Advisory Body 2002)
45	Sustainable Tourism Strategy for the East of England – Draft (East of England Tourist Board 2003)
46	Framework for Regional Employment and Skills Action (FRESA) (EEDA, 2003)
47	Regional Social Strategy (EERA 2003)
48	Woodland for Life: The Regional Woodland Strategy for the East of England (EERA & the Forestry Commission, 2003)
49	Regional Housing Strategy 2003-2006 (Regional Housing Forum, 2003)
50	Water Resources for the future: A Strategy for Anglian Region (Environment Agency, 2001)
51	Towns and Cities Strategy and Action Plan (EEDA, 2003)
52	Towards Sustainable Construction, A Strategy for the East of England (EP, CE, GO-E, PECT 2003)
53	Living with Climate Change in the East Of England (East of England Sustainable Development Roundtable 2003)
54	East of England Plan For Sport (Sport England East, 2004)
<b>County Level</b>	
55	Cambridge and Peterborough Structure Plan 2003 (CCC & PCC 2003)
56	Cambridgeshire County Council’s Environment Strategy and Action Plan (CCC 2002)
57	Public Library Position Statement 2003 (CCC 2003)
58	Cambridgeshire and Peterborough Joint Waste Management Strategy 2002-2022 (CCC & PCC 2002)
59	Cambridgeshire and Peterborough Waste Local Plan 2003
60	Cambridgeshire Local Transport Plan 2004 – 2011 (CCC 2003)
61	A County of Culture – A Cultural Strategy for Cambridgeshire 2002 – 2005
62	Cambridgeshire Landscape Guidelines (CCC 1991)
63	Cambridgeshire Rural Strategy (CCC 1992)
64	Cambridgeshire Health Improvement & Modernisation Plan 2002 – 2005 (HIMP Partners 2001)
65	Prospects for Learning (CCC 2001)
66	Cambridgeshire Aggregates (Minerals) Local Plan, (CCC 1991)
67	Biodiversity Checklist for land use planners in Cambridgeshire and Peterborough (CCC 2001)
68	Cambridgeshire Biodiversity Action Plan (CCC 2004)
69	The Infrastructure Partnership – sustainable development for the Cambridge sub-region (CCC)
70	Cambridge Sub-Regional Partners “Delivering Renewable Energy in the Cambridge Sub-Region”, June 2004
<b>South Cambridgeshire District</b>	
71	South Cambridgeshire Corporate Strategy 2003/04 – 2007/08
72	South Cambridgeshire Community Strategy 2004
73	South Cambridgeshire Economic Development Strategy 2003
74	Today and Tomorrow – South Cambridgeshire District Council LA21 Community Action Plan 2001
75	LA21 Consultation Results June 2000
76	South Cambridgeshire District Council – Housing Strategy 2002-2005
77	South Cambridgeshire District Council – Community Safety Strategy – 2002 - 2005
78	South Cambridgeshire District Council – Lighting the Way – Arts Strategy 2002 - 2005

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

79	South Cambridgeshire District Council – Local Strategic Partnership – 20 Year Vision
80	South Cambridgeshire District Council – Sports Development Strategy 2002 - 2004
81	South Cambs Primary Care Trust - Health Improvement and Modernisation Plan 2002 – 2005
82	South Cambs Primary Care Trust - South Cambridgeshire Improving Health Plan 2003 – 2006
83	South Cambs Primary Care Trust - Health Matters in South Cambridgeshire 2004
84	South Cambridgeshire District Council - Housing Needs Survey 2002 – June 2003

*Table 5b: Additional plans and programmes identified in the Scoping Addendum (Source: South Cambridgeshire District Council, 2006).*

National	
85	Housing Act 2004
86	The Planning and Compulsory Purchase Act 2004
87	The Race Relations Act 1976, and Race Relations (Amendment) Act 2000
88	The Human Rights Act 1998
89	Town and Country Planning Act 1990 (TCPA 1990) and Planning and Compensation Act 1991
90	ODPM Circular 01/2006 Planning for Gypsy and Traveller Caravan Sites
100	ODPM - Sustainable Communities: Homes for all 2005
Regional	
101	Regional Housing Strategy 2005-2010
Sub - Regional	
102	Cambridge Sub-regional Traveller Needs Assessment May 2006
District	
103	South Cambridgeshire Local Plan 2004

## APPENDIX 2

Table 6 Baseline Information

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
LAND AND WATER RESOURCES							
Minimise the irreversible loss of undeveloped land and productive agricultural holdings	% dwellings completed on previously-developed land	2004-2005 33.5%	Cambridgeshire and Peterborough 2004-05 55.1%	2003 27% Average over period 1999-2005 27%	Cambridgeshire and Peterborough Average over period 2003-2004 51.4%  Government Target 60% by 2004/5  Minimum Target for Structure Plan Area – 50%	Structure Plan target for SCDC is 37%. Targets reflect limited supply of previously developed land available in the District, and the amount of housing development required. Large areas of PDL will be developed as part of Area Action Plans, to enable SCDC to meet the target later in the plan period. Performance is dictated by the categories of land that become available for development.	SCDC District monitoring; County Monitoring; EERA  Structure Plan AMR Indicator C & Indicator D

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
	Net density of new dwellings completed	2004-2005: 28	Cambridgeshire and Peterborough 2003-04 31.6 (gross)	2003 19.7 (gross) Dwellings per ha Average over period 1999-2003 18 (gross)	Cambridgeshire and Peterborough Average over period 1999-2003 20 (gross) Cambridgeshire and Peterborough 2002/3 18.45 (gross)	Densities in rural South Cambridgeshire have historically been lower than achieved in Cambridge and the Market Towns. Higher densities must be sought from new developments if Structure Plan targets are to be met.	District monitoring; County Monitoring; EERA Structure Plan AMR Indicator P is intended to collect data on net density, but currently is based on Gross. Monitoring systems and being developed to collect net data in the future.
Reduce the use of non-renewable energy sources	KWh of gas and electricity consumed per household per year	2004: 21,242	UK: 2004: 21,053  Cambridgeshire 2004 Gas use per customer 20.5MWh	2001/2 15,395 KWh	UK 2001-2002 17,004 KWh	The District figure compares favourably to the national figure. Further monitoring of trends is required. Electricity data may be available in next few years.	Transco (plus household stock data) QoL/LIB058 provides the methodology, with information published on the Transco website. Future monitoring will require the figure to be calculated annually. DTI Energy Statistics – <a href="http://www.dti.gov.uk/energy/inform/energy_trends/gas2003nuts4region.xls">www.dti.gov.uk/energy/inform/energy_trends/gas2003nuts4region.xls</a>



**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
	Generating potential of renewable energy sources	8.94 GWh/yr (2002)  2004-2005: 8.95 GWh/yr	Cambridgeshire & Peterborough (2002) 333.5 GWh/yr* Cambridgeshire & Peterborough (2003) 318 GWh/yr UK - 11450Gwe	8.94 GWh/yr (1999)	Cambridgeshire & Peterborough 1999: 36.1 GWh/yr* 2002: 36.1 GWh/yr* Cambridgeshire 1999 19.4 GW/yr*	While energy generation from renewable sources has not increased in the District since 1999, a number of new projects have been initiated in the County.  A number of schemes in the district which have planning permission have been delayed by problems with funding. In 2004-2005, one wind turbine with a generating capacity of 0.01 GWh/yr was constructed at Bassingbourn. (SCDC)	Structure Plan APR indicator 21, monitored through planning process.

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
<b>BIODIVERSITY</b>							
Avoid damage to designated sites and protected species	% SSSIs in favourable or unfavourable recovering condition	89% of South Cambridgeshire's SSSIs in favourable or unfavourable recovering condition	Cambridgeshire and Peterborough 2004 68% UK 2005 – 45% in favourable condition. 24% in unfavourable recovering condition.		N/a	The government has set a target that 95% of SSSIs should be in favourable condition by 2010. the District Council will work with the County Council and English Nature to ensure that proactive management of the SSSIs in the District takes place in order to progress towards this target. Particular regard will need to be had to progress on sites which are in an unfavourable condition with no change likely to occur or where decline is likely.	English Nature. The first complete survey of SSSI condition was published in early 2004. DEFRA target is 95% by 2010. Additional work is required to disaggregate the data to District level.
Maintain and enhance the range and viability of characteristic habitats and species	Total area designated as SSSIs (ha)	March 2005: 950.7 ha, 42 sites		2004 954.01 ha.		The District has a relatively low amount of SSSI compared to many rural Districts. The amount designated has remained static for a number of years.	District GIS; English Nature

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
	Progress in achieving priority BAP targets	N/a	N/a	N/a	N/a		Awaiting implementation of monitoring software for County data. Expect to begin late 2004. Limited usefulness as LDF policies may not have a direct impact.
Improve opportunities for people to access and appreciate wildlife and wild places	% of rights of way that are easy to use  <i>(NB also see open space indicators below)</i>	2004: 70.3% of rights of way easy to use		N/a		The district.	New survey conducted by County Council of 5% per year. Data available December 2004.
LANDSCAPE, TOWNSCAPE AND ARCHAEOLOGY							
Avoid damage to areas and sites designated for their historic interest, and protect their settings	% listed buildings 'at risk'	March 2005: 2% (51 buildings)		2003 2% (49 buildings)  2004: 2% (48 buildings)		There have only been minor fluctuations in number of listed buildings at risk in the last 5 years, and they have remained a low percentage of the total stock of listed buildings.	District monitoring (no regional comparator)

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
Maintain and enhance the diversity and distinctiveness of landscape and townscape character	% of total built-up areas falling within conservation areas	2005: 21.6% (3,745 ha of village frameworks of which 809 ha lies within village frameworks)		2004 21.2%		Figure varies as Conservation Areas are designated, or village frameworks amended through development plan review. % is likely to fall as major new developments are completed creating new built up areas.	District GIS (no regional comparator) Calculated as % of land within village frameworks that lies within a Conservation Area.
Create places, spaces and buildings that work well, wear well and look good	Satisfaction rating for quality of built environment	2002/03 90.0% 2003: 57.27% of people who replied to a 2003 survey were very satisfied or fairly satisfied with the quality of their built environment.	Cambridgeshire 2002/03 87.0%	In a 2003 survey, 33% believed their neighbourhood was getting worse (QoL 19)	Cambridgeshire In a 2003 survey, 33% believed their neighbourhood was getting worse (QoL 19)	Results indicate a high satisfaction rate, that is also higher than the countywide rate.	Quality of life survey – CCC Research Group (no regional comparator) QoL18/LIB133 The percentage of residents surveyed satisfied with their neighbourhood as a place to live Data in trend column not directly comparable.
	% of new homes developed to Ecohomes good or excellent standard.						SCDC Community Strategy Milestone Monitoring framework needs to be developed

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
<b>CLIMATE CHANGE AND POLLUTION</b>							
Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)	CO <sub>2</sub> emissions per domestic property per year						District monitoring (no direct regional comparator)
	a) Annual average concentration of Nitrogen Dioxide (ug/m3 in SCDC ppb in CCC)	2004 Bar Hill: 49.7 ug/m3 Impington: 52.2 ug/m3 Histon (urban background): 19 ug/m3 Histon (roadside): 32 ug/m3 2003 b) <b>SCDC:</b> Bar Hill: 40 Impington: 72	National Air Quality Objectives a) 40 ug/m3 (To be achieved by end 2005) b) 35 days (to be achieved by end 2004)	a) Bar Hill: 38.2 ug/m3 (2001) Impington: 52.7 ug/m3 (2002) Histon (urban background): 31 ug/m3 (1999) Histon (roadside): 48 ug/m3 (1999) b) <b>SCDC:</b> Bar Hill: 9 (2001) and 27 (2002) Impington: 22 (2002)	National Air Quality Objectives a) 40 ug/m3 (To be achieved by end 2005) b) 35 days (to be achieved by end 2004)	At several of the locations surveyed, the level of nitrogen dioxide pollution exceeded the targets set by the National Air Quality objectives, both in terms of the average atmospheric concentration and the number of days where the concentration exceeds 50 ug/m3	Air Quality Review and Assessment progress report 2004. Structure Plan monitoring based on district reporting.

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
	% main rivers of good or fair quality (chemical & biological)	<b>2004</b> Chemical 99% Biological 100%	Cambridgeshire and Peterborough 2000/02 Chemical 90% 2000 Biological 100%	2000/02 Chemical 100% 2000 Biological 100% 1997/99 Chemical 85%	Cambridgeshire and Peterborough 1997/99 Chemical 75% 1998/2000 Biological 99%	The improving river quality in the District reflects improvements taking place across the county.	Environment Agency Cambridgeshire Structure Plan AMR indicator 16

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
Minimise waste production and support the recycling of waste products	Household waste collected per person per year (kg)	<b>2004-2005</b> 438.2 (Source: South Cams Recycling Waste and Minimisation monitoring 2004/2005)	Cambridgeshire 2003/4 498 (Hardcore included)	<b>SCDC:</b> 2002 282 2003 352	Cambridgeshire (2001-02) 481 (Hardcore included)	The amount of waste produced per person is increasing in South Cams. This will reduce the impact of increasing recycling and composting rates. The expected national increase in the amount of waste produced did not occur in 2003/4 in Cambridge. This is anticipated to increase in 2004/5.	District monitoring (BV84)  Waste Data for Cambridgeshire 2001/2002 and 2003/2004 (BV184)
	% household		Cambridgeshire	1999-2000	Cambridgeshire		

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
	waste collected which is recycled	<b>2004-2005</b> 46.72% (Source: South Cams Recycling Waste and Minimisation Officer 2004/2005)	and Peterborough 16.19% recycled (2002-03) 18.5% recycled (2003-04) 8.48% composted (2002-03) 10.5% composted (2003-04)	10.1% recycled 4.8% composted 20.3% recycled (2002-03) 5.3% composted (2002-03) (data excludes hardcore waste)	and Peterborough 11.56% recycled (1999-2000) 6.78% composted (1999-2000)	compare favourably with other Districts in Cambridgeshire, although the composting rate is slightly lower. Further work is required to meet the recycling target of 25% by 2005.	Indicator 20 Waste Data for Cambridgeshire Waste Local Plan
Limit or reduce vulnerability to the effects of climate change (including flooding)	Area / number of properties within Environment Agency 1:100 year flood risk zone.	N/a	N/a	N/a	N/a	N/a	Appropriate indicators needs to be developed to monitor the impact of climate change. Possibly use GIS analysis of Environment Agency data to estimate no. of properties within flood risk areas.
<b>HEALTHY COMMUNITIES</b>							
Maintain and enhance human health	Life expectancy at birth (male & female)	2000-2002 Male – 79.0 Female – 83.0	England & Wales 2000-2002 Male – 75.9 Female – 80.6	1999-2001 Male – 79.0 Female – 82.6	England & Wales 1999-2001 Male – 75.6 Female – 80.3	Life expectancies in the District are significantly higher than the national average, and have risen alongside national rates.	Office of National Statistics Public health and health inequalities dataset 2004 – Cambridge City PCT



**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cambs	Comparator	South Cambs	Comparator		
	% residents with limiting long-term illness	2004 12.7%	2004 East of England 15.6% England & Wales – 18.23 %	N/a	N/a	The age structure of the population of South Cambs is younger than that of the region overall – so less LLTI is to be expected.	Census of Population
Reduce and prevent crime, and reduce the fear of crime	Number of recorded crimes per 1,000 people	2003/04 57.0 2004-2005 48.5	Cambridgeshire 2004/5 79.2  93.6 or 90.2	2002/03 59.2  2003/04 57.0	Cambridgeshire 2002/03 90.9 or 93.6  2003/04 93.6	Crime in South Cambridgeshire is significantly lower than the County average, and has decreased while it has actually increased in the County as a whole. This reflects the rural nature of the District.	County Council Research Group mid-2002 population estimates. Cambridgeshire Crime Research team 2005.
	% residents feeling 'safe' or 'fairly safe' after dark	2002/03 70.0%	Cambridgeshire 2002/03 56.0%  2004 58.88%	N/a	N/a	<b>SCDC:</b> The % of residents feeling safe after dark compares well to county levels, but indicates that there is still room for improvement.	Quality of life survey – CCC Research Group (no regional comparator) QoL15/LIB002

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
Improve the quantity and quality of publicly accessible open space	Ha of strategic open space per 1,000 people	2004 4.3 ha/1000 *	2004 Cambridgeshire 5.5 ha/1000 * Cambridgeshire and Peterborough 4.8 ha/1000 *			South Cambridgeshire does not compare favourably to countywide levels. New strategic open spaces are being planned as part of strategic housing developments.	Strategic Open Space study – CCC *All figures are combined 'natural greenspace' and 'parks & gardens' ha/1000 population
	Number of sports pitches available for public use per 1,000 people	2004 1.33				Provision varies greatly across the District, and there are also issues of cross border usage, particularly close to Cambridge. District Audits provide a more detailed comparison of provision compared to need.	District monitoring through recreation audits. Pitches are for Hockey, football, Cricket, Rugby etc (not MUGA). QoL/LIB038 Future monitoring will be dependent on future open space audits. Assessment of Open Space in Cambridge, 1999

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
<b>INCLUSIVE COMMUNITIES</b>							
Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	% of population in categories 1-3 for access to Primary school, food shop, post office and public transport.	2004 83%	Cambridgeshire 2004 % Of rural areas 81%			Reflects the fact that many small villages in the District have limited services available locally.	County monitoring; Countryside Agency. Structure Plan AMR Indicator 22. Choice of services measured was based on availability within the settlement of four basics - primary school, food shop, post office and public transport. % of population in categories 1-3.  No comparator data available, but Structure Plan AMR will provide future monitoring.

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
Redress inequalities related to age, gender, disability, race, faith, location and income	% residents who feel their local area is harmonious	2002/03 70.0%	Cambridgeshire 2002/03 64.0%	N/a	N/a	District figures compare favourably to the county comparator, but there is still room for improvement.	Quality of life survey - CCC Research Group QoL25/LIB139 Percentage of people surveyed who feel that their local area is a place where people from different backgrounds get on well together
	Index of multiple deprivation	2004 Average IMD score : 6.39	2004 Cambridgeshire average IMD score: 12.34	2000 Average IMD score: 7.33		South Cambridgeshire compares favourably to most regional and county deprivation indicators.	Office of Deputy Prime Minister, Indices of deprivation

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cambs	Comparator	South Cambs	Comparator		
Ensure all groups have access to decent, appropriate and affordable housing	House price/earnings ratio	2004 7.6	East of England 2003 6.6 Cambs & Peterborough 2004 7.3	2002 6.1 2003 6.6	East of England 2002 5.6 Cambs & Peterborough 2003 7.2	House price to earnings ratio in South Cambs is around the regional figure but both the South Cambs and region ratios are worsening.	Land Registry & New Earnings Survey House prices for January to March average. Earnings data for April. Structure Plan AMR Indicator 7
	% of all dwellings completed that are 'affordable'	2004/05 19.3%  108 affordable dwellings completed district-wide  A total of 559 dwellings completed district wide.	Cambridgeshire 2003 12% Cambridgeshire & Peterborough 2003/04 15.2%	Average over period 1999-2003 9.8% 2003 19%	Cambridgeshire and Peterborough Average over period 1999-2003 10% Cambridgeshire and Peterborough 2002/03 12.3%	Rate is low compared to urban districts like Cambridge City, although actual numbers compare favourably with other Districts. Numbers of dwellings provided do not meet needs indicated by housing needs surveys.	South Cambridgeshire District monitoring. Structure Plan AMR Indicator L. Cambridge City – Monitoring of Residential & Student Accommodation Planning Permissions, Starts & Completions, CCC March 2004.

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
Encourage and enable the active involvement of local people in community activities	% adults who feel they can influence decisions affecting their local area	2003 19.66% of people who replied strongly agreed or tended to agree with the statement "I can influence decisions affecting my local area"	Cambridgeshire 2003 17.22% of people who replied strongly agreed or tended to agree with the statement "I can influence decisions affecting my local area"	2002/03 22.0%	Cambridgeshire 2002/03 21.0%	Although the rate compares favourably to the county comparator, only 1 in 5 people feel they can influence local decisions.	Quality of life survey - CCC Research Group QoL23/LIB137 Quality of Life Survey 2003
	% adults who had given support to others (non-family) in past year	2003 80.67% of people who replied said they had given support to others (non-family) in the last year	2003 79.96% of people who replied said they had given support to others (non-family) in the last year	N/a	N/a		Quality of life survey - CCC Research Group Quality of Life Survey 2003

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
<b>ECONOMIC ACTIVITY</b>							
Help people gain access to satisfying work appropriate to their skills, potential and place of residence	Unemployment rate	April 2005 a) 0.8% October 2005 b) 2,300	Eastern Region April 2005 a) 1.8% October 2005 b) 171,100	January 2004 1.0% January 2003 1.1%	Cambridgeshire January 2004 1.7% Cambridgeshire Dec 2004 1.2% Cambridgeshire January 2003 1.7% Cambridgeshire December 2003 1.0%	The unemployment rate in the District has remained consistently low.	Structure Plan Indicator 1 AMR
	% residents aged 16-74 in employment working within 5km of home, or at home	2001 37.2%	East of England 2001 46.5% Cambridgeshire 2001 45%	N/a	N/a	South Cams has a relatively widespread population and more concentrated workplaces. People are on average travelling further to work than they did in 1991. Survey was not carried out for 2004.	Census of Population

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cams	Comparator	South Cams	Comparator		
Support appropriate investment in people, places, communications and other infrastructure	Percentage of 15 year old pupils in schools maintained by the local authority achieving five or more GCSEs at grades A*-C or equivalent	2001 63.1%	Cambridgeshire 2001 53.6%	no data	Cambridgeshire 1998 52.0%		QofL /BV38 (County Council monitoring) ELH County Monitoring
	Infrastructure investment						County Monitoring. Structure Plan APR Indicator M: Investment secured for infrastructure and community facilities, including developer contributions for development that has an impact within the Plan area and the strategic improvements needed in the CSR Currently no data available



**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

Objective	Indicator	Current Situation		Trends		Assessment	Data Sources
		South Cambs	Comparator	South Cambs	Comparator		
Improve the efficiency, competitiveness, vitality and adaptability of the local economy	Annual net increase (or decrease) in VAT registered firms, %	2001/02 0.9%	Cambridgeshire 2001/02 1.2% Cambridgeshire 2002/03 0.3%	2000/01 1.1%	Cambridgeshire 2000/01 1.1% Cambridgeshire 2001/02 2.1%	From being significantly greater than the county rate in 1997/98, the South Cambs rate has steadily fallen and is now below the county rate	
	Economic activity rate	83.7%	East of England 79.3%	N/a	N/a	South Cambs has very high rates of activity. However, as there are no higher education establishments in the district except part of Girton College (a part of Cambridge University), a significant proportion of young people leave home to study at university and so are not counted in either the numerator or denominator – so the rates are likely to be higher than average	

## APPENDIX 3

*Table7: Sustainability Appraisal Framework (Source: South Cambridgeshire District Council Scoping Report 2006)*

SA Topic	SA objectives	Decision Making Criteria
Land and Water Resources	1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings	<ul style="list-style-type: none"> <li>• Will it use land that has been previously developed?</li> <li>• Will it use land efficiently?</li> <li>• Will it protect and enhance the best and most versatile agricultural land?</li> </ul>
	1.2 Reduce the use of non-renewable resources including energy sources	<ul style="list-style-type: none"> <li>• Will it reduce emissions of greenhouse gases by reducing energy consumption?</li> <li>• Will it lead to an increased proportion of energy needs being met from renewable sources?</li> </ul>
	1.3 Limit water consumption to levels supportable by natural processes and storage systems	<ul style="list-style-type: none"> <li>• Will it reduce water consumption?</li> <li>• Will it conserve ground water resources?</li> </ul>
Biodiversity	2.1 Avoid damage to designated sites and protected species	<ul style="list-style-type: none"> <li>• Will it protect sites designated for nature conservation interest?</li> </ul>
	2.2 Maintain and enhance the range and viability of characteristic habitats and species	<ul style="list-style-type: none"> <li>• Will it conserve species, reversing declines, and help to enhance diversity?</li> <li>• Will it reduce habitat fragmentation?</li> <li>• Will it help achieve Biodiversity Action Plan targets?</li> </ul>
	2.3 Improve opportunities for people to access and appreciate wildlife and wild places	<ul style="list-style-type: none"> <li>• Will it improve access to wildlife, and wild places?</li> <li>• Will it improve access to the wider countryside through the network of public rights of way?</li> <li>• Will it maintain and, where possible, increase the area of high-quality green space in the District?</li> <li>• Will it promote understanding and appreciation of wildlife?</li> </ul>
Landscape, townscape and archaeology	3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings.	<ul style="list-style-type: none"> <li>• Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?</li> </ul>

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

SA Topic	SA objectives	Decision Making Criteria
	3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character	<ul style="list-style-type: none"> <li>• Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?</li> <li>• Will it protect and enhance open spaces of amenity and recreational value?</li> <li>• Will it maintain and enhance the character of settlements?</li> </ul>
	3.3 Create places, spaces and buildings that work well, wear well and look good	<ul style="list-style-type: none"> <li>• Will it improve the satisfaction of people with their neighbourhoods as places to live?</li> <li>• Will it lead to developments built to a high standard of design and good place making?</li> </ul>
Climate change and pollution	4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)	<ul style="list-style-type: none"> <li>• Will it reduce emissions of greenhouse gasses?</li> <li>• Will it improve air quality?</li> <li>• Will it reduce traffic volumes?</li> <li>• Will it support travel by means other than the car?</li> <li>• Will it reduce levels of noise or noise concerns?</li> <li>• Will it reduce or minimise light pollution?</li> <li>• Will it improve water quality including by reducing diffuse and point source water pollution?</li> </ul>
	4.2 Minimise waste production and support the recycling of waste products	<ul style="list-style-type: none"> <li>• Will it reduce household waste?</li> <li>• Will it increase waste recovery and recycling?</li> </ul>
	4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)	<ul style="list-style-type: none"> <li>• Will it minimise risk to people and property from flooding, storm events or subsidence?</li> </ul>
Healthy Communities	5.1 Maintain and enhance human health	<ul style="list-style-type: none"> <li>• Will it substantially reduce mortality rates?</li> <li>• Will it encourage healthy lifestyles, including travel choices?</li> </ul>
	5.2 Reduce and prevent crime, and reduce the fear of crime	<ul style="list-style-type: none"> <li>• Will it reduce actual levels of crime?</li> <li>• Will it reduce fear of crime?</li> </ul>
	5.3 Improve the quantity and quality of publicly accessible open space	<ul style="list-style-type: none"> <li>• Will it increase the quantity and quality of publicly accessible open space?</li> </ul>

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

SA Topic	SA objectives	Decision Making Criteria
Inclusive communities	6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	<ul style="list-style-type: none"> <li>• Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?</li> <li>• Will it improve quality and range of key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?</li> <li>• Will it improve accessibility by means other than the car, and improve the attractiveness of environmentally better modes including public transport, cycling and walking?</li> <li>• Will it support and improve community and public transport?</li> </ul>
	6.2 Redress inequalities related to age, gender, disability, race, faith, location and income	<ul style="list-style-type: none"> <li>• Will it improve relations between people from different backgrounds or social groups?</li> <li>• Will it reduce poverty and social exclusion in those areas most affected?</li> <li>• Will it promote accessibility for all members of society, including the elderly and disabled?</li> </ul>
	6.3 Ensure all groups have access to decent, appropriate and affordable housing	<ul style="list-style-type: none"> <li>• Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community?</li> <li>• Will it reduce the number of unfit homes?</li> <li>• Will it meet the needs of the travelling community?</li> </ul>
	6.4 Encourage and enable the active involvement of local people in community activities	<ul style="list-style-type: none"> <li>• Will it increase the ability of people to influence decisions?</li> <li>• Will it encourage engagement with community activities?</li> </ul>
Economic Activity	7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence	<ul style="list-style-type: none"> <li>• Will it encourage businesses development?</li> <li>• Will it improve accessibility to employment by means other than the car?</li> <li>• Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one?</li> <li>• Will it encourage the rural economy and diversification?</li> </ul>

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

SA Topic	SA objectives	Decision Making Criteria
	7.2 Support appropriate investment in people, places, communications and other infrastructure	<ul style="list-style-type: none"> <li>• Will it improve the level of investment in key community services and infrastructure?</li> <li>• Will it support provision of key communications infrastructure, including broadband?</li> <li>• Will it improve access to education and training, and support provision of skilled employees to the economy?</li> </ul>
	7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy	<ul style="list-style-type: none"> <li>• Will it improve business development and enhance competitiveness?</li> <li>• Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters?</li> <li>• Will it support sustainable tourism?</li> <li>• Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district, and local centres?</li> </ul>

## APPENDIX 4

*Table 8: Results of the Assessment of the “No DPD” and “Gypsy and Traveller DPD” Options.*

SA objectives	No DPD Option	Gypsy and Traveller DPD Option
1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings	- It is considered that without the plan there is a possibility that Gypsy and Travellers may create illegal encampments that fulfil their need for sites. These possibly will be on agricultural land.	+ Site allocations contained within the DPD and policy to control use and location will help reduce illegal encampments, protecting agricultural land
1.2 Reduce the use of non-renewable resources including energy sources	X	+ If encouraged within the LDF controlled legal sites may encourage the provision of methods of energy generation that are more sustainable
1.3 Limit water consumption to levels supportable by natural processes and storage systems	X	X
2.1 Avoid damage to designated sites and protected species	- Without the DPD illegal sites may be more common and potentially these could be in the locality of designated sites and therefore may impact on these.	+ Controlled sites will not be located in areas that have a biodiversity designation.
2.2 Maintain and enhance the range and viability of characteristic habitats and species	- Again there is a possibility that illegal sites may be created and may fragment non-designated sites.	+ The GTDPD can include biodiversity considerations in site allocations and avoid issues of fragmentation.
2.3 Improve opportunities for people to access and appreciate wildlife and wild places	X	X
3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings.	- Some illegal sites may impact upon areas with heritage designations.	+ The GTDPD can include heritage considerations in site allocations to avoid negative impacts.

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT**

SA objectives	No DPD Option	Gypsy and Traveller DPD Option
3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character	- Without the DPD existing sites would not be supported by policy and could deteriorate, and illegal sites may be more prevalent and therefore some landscape character impacts may result.	+ The GTDPD can include guidance on where to place sites and guidance and policy on appropriate screening to mitigate impacts.
3.3 Create places, spaces and buildings that work well, wear well and look good	- It is likely without the DPD to regulate gypsy and traveller sites satisfaction with neighbourhoods of the settled population could be impacted upon.	+ The GTDPD provides opportunities to increase the standard of design of sites.
4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)	- Without the GTDPD it is possible that demand for sites outlined in the regional needs assessment would not be met. The result being more transport movements in the area, which will increase emissions of pollutants.	+ The provision of allocated sites that will result from the DPD, may encourage greater permanency in residence as identified as a need of the part of the Gypsy and Traveller population. This will decrease transport movements and reduce emissions of air pollution.
4.2 Minimise waste production and support the recycling of waste products	X	+ Permanent sites can be better serviced with waste recycling facilities.
4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)	- Illegal sites may be located on sites identified as having flood risk	+ The DPD can ensure that sites in flood risk areas are avoided or adequate mitigation is provided.
5.1 Maintain and enhance human health	X	+ Permanent sites will provide the opportunity for increased accessibility to health facilities.
5.2 Reduce and prevent crime, and reduce the fear of crime	- Without the GTDPD it is likely that a number of illegal sites will continue to present in the district.	++ The DPD could legitimise existing illegal sites, resulting in a reduction in crime.
5.3 Improve the quantity and quality of publicly accessible open space	X	+ Permanent sites can include on site provisions for children's play areas and can be located in areas accessible to open space.

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

SA objectives	No DPD Option	Gypsy and Traveller DPD Option
6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	-- If an adequate number of sites are not provided to fulfil needs the accessibility of Gypsies and Travellers to access services will be significantly affected.	+ Permanent sites will provide the opportunity for increased accessibility to facilities including leisure, health and education.
6.2 Redress inequalities related to age, gender, disability, race, faith, location and income	-- The no plan option is likely to lead to illegal sites. This lack of permanence results in issues such as council tax avoidance and social exclusion. This will increase tension between the travelling and settled populations.	+ The GTDPD can help reduce social exclusion and promote mixing and understanding between sectors of the population.
6.3 Ensure all groups have access to decent, appropriate and affordable housing	-- Without the GTDPD the needs of the travelling community are unlikely to be met.	++ It is assumed that a planning document specifically designed for Gypsy and Travellers will contribute towards providing for this groups needs and ensure the number of people living in unfit conditions.
6.4 Encourage and enable the active involvement of local people in community activities	X	X
7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence	X	+ The GTDPD may help to promote increased accessibility to employment if it is desired. By providing the possibility of a fixed address.
7.2 Support appropriate investment in people, places, communications and other infrastructure	X	++ The option will provide an opportunity for increasing accessibility to education and training and allow for continuous education in one location if desired.
7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy	X	X



## APPENDIX 5

Table 9: Options Assessment Matrix.

Options		Sustainability Appraisal Objectives																					
		Land and Water Resources			Biodiversity			Landscape, townscape and archaeology			Climate change and pollution			Healthy Communities			Inclusive communities				Economic Activity		
		1.1	1.2	1.3	2.1	2.2	2.3	3.1	3.2	3.3	4.1	4.2	4.3	5.1	5.2	5.3	6.1	6.2	6.3	6.4	7.1	7.2	7.3
Need for additional sites	GT1A	?	X	X	?	?	?	?	?	?	+	?	?	+	?	X	++	++	++	X	+	X	X
	GT1B	?	X	X	?	?	?	?	?	?	+	?	?	+	?	X	+	+	+	X	+	X	X
	GT2	?	X	X	?	?	?	?	?	?	-	?	?	+	?	X	++	X	-	+	+	X	X
Identifying new sites	GT3	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?
	GT4A	--	X	X	X	X	?	X	-	+	-	X	X	X	X	X	-	X	++	X	X	X	X
	GT4B	++	X	X	X	X	X	X	?	-	+	X	X	X	?	X	+	?	++	X	+	X	X
	GT4C	-	X	X	X	X	X	X	?	+	-	X	X	X	X	X	+	X	++	X	+	X	X
	GT5	X	X	X	X	X	X	X	X	X	X	X	++	+	X	X	X	X	?	X	X	?	X
	GT6	X	X	X	X	X	X	X	X	X	+	X	X	++	X	X	+	X	X	X	+	X	+
	GT7	X	X	X	X	X	X	X	X	X	?	X	+	++	X	X	X	X	+	X	X	X	X
	GT8	X	?	?	X	X	X	X	X	X	+	X	X	X	X	X	++	X	++	X	+	+	X
	GT9	+	X	X	X	X	X	X	X	X	X	X	++	+	X	X	X	X	++	X	X	?	X
	GT10	+	X	+	X	X	X	X	X	X	X	X	++	+	X	X	X	X	++	X	X	?	X
	GT11	+	X	X	X	X	X	X	X	X	+	X	X	+	X	X	X	X	++	X	X	?	X
	GT12	+	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	+	X	X
	GT13A	--	X	X	X	X	?	X	-	+	-	X	X	X	X	X	+	?	++	X	X	X	X
	GT13B	++	X	X	X	X	X	X	?	-	+	+	X	X	?	X	+	?	++	X	+	X	X
GT14	--	X	X	X	X	?	X	-	+	--	--	X	?	X	X	--	--	++	X	?	--	X	

SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT

Options		Sustainability Appraisal Objectives																					
		Land and Water Resources			Biodiversity			Landscape, townscape and archaeology			Climate change and pollution			Healthy Communities			Inclusive communities				Economic Activity		
		1.1	1.2	1.3	2.1	2.2	2.3	3.1	3.2	3.3	4.1	4.2	4.3	5.1	5.2	5.3	6.1	6.2	6.3	6.4	7.1	7.2	7.3
GT15A	+	X	X	X	X	X	X	?	?	++	+	X	++	?	X	++	+	+	X	+	+	X	
GT15B	+	X	X	X	X	X	X	?	?	+	+	X	+	?	X	+	++	+	X	+	+	X	
GT15C	-	X	X	X	-	X	X	?	?	-	+	X	-	?	X	-	-	+	X	+	+	X	
GT15D	-	X	X	X	-	X	X	?	?	-	-	X	-	?	X	-	-	+	X	+	-	X	
GT16A	X	X	X	?	X	X	X	X	X	-	X	X	-	X	X	+	-	X	X	+	+	X	
GT16B	X	X	X	?	X	X	X	X	X	+	X	X	+	X	X	+	+	X	X	+	++	X	
GT17A	X	X	X	?	X	X	X	X	X	-	X	X	-	X	X	+	X	X	X	+	+	X	
GT17B	X	X	X	?	X	X	X	X	X	++	X	X	+	X	X	++	X	X	X	+	++	X	
GT18	++	X	X	+	X	X	?	X	X	+	+	X	X	X	X	+	X	X	X	+	+	+	
GT19	X	?	?	X	X	X	X	+	+	+	++	X	X	X	X	++	++	++	X	+	+	+	
GT20	X	X	X	X	X	X	X	?	?	?	?	X	X	X	X	?	X	+	X	?	?	?	
GT21	-	X	X	?	-		X	-	X	-	-	X	+	X	X	-	X	++	X	+	X	+	
GT22	++	X	X	?	+	X	X	?	X	+	+	X	+	X	X	+	+	-	X	+	+	+	
GT23	--	X	X	?	--	+	X	--	X	-	-	X	+	X	X	-	-	+	X	+	-	X	
GT24	X	X	X	++	++	X	++	++	X	X	X	X	X	X	X	X	X	X	X	X	X	+	
GT25	X	X	X	X	X	X	++	++	++	X	X	X	X	X	X	X	X	X	X	X	X	+	
GT26	X	X	X	++	+	X	++	++	+	++	X	+	X	X	X	X	X	X	X	X	X	+	
GT27	X	+	+	X	X	X	X	++	+	+	+	X	X	X	X	+	X	X	X	X	X	X	
GT28	X	X	X	X	X	X	X	++	++	X	X	X	X	X	X	X	+	X	X	X	X	+	
GT29	?	X	X	+	X	X	+	+	+	+	X	X	X	X	X	X	?	?	+	+	X	X	
GT30	X	?	?	X	X	X	X	X	X	-	-	X	X	X	X	X	-	-	X	X	X	X	
GT31	X	X	X	X	X	X	X	X	X	+	+	X	X	X	X	X	+	++	X	X	X	X	
GT32	X	?	?	X	X	X	X	X	X	-	-	X	X	-	X	X	-	--	X	X	X	X	
GT33	X	?	?	X	X	X	X	?	X	X	+	X	X	X	X	?	+	++	X	++	+	X	

SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD  
ISSUES AND OPTIONS – INTERIM SA REPORT

Options		Sustainability Appraisal Objectives																					
		Land and Water Resources			Biodiversity			Landscape, townscape and archaeology			Climate change and pollution			Healthy Communities			Inclusive communities				Economic Activity		
		1.1	1.2	1.3	2.1	2.2	2.3	3.1	3.2	3.3	4.1	4.2	4.3	5.1	5.2	5.3	6.1	6.2	6.3	6.4	7.1	7.2	7.3
	GT34	X	X	X	X	X	X	X	X	X	?	-	X	X	X	X	X	X	++	X	X	X	X
	GT35	X	X	X	X	X	X	X	++	++	++	X	X	X	+	X	X	+	+	X	X	X	X
	GT36	X	X	X	X	X	X	X	-	-	-	X	X	X	-	X	++	-	++	X	+	X	X
	GT37	X	X	X	X	X	X	X	X	X	+	X	X	++	X	++	++	X	X	X	X	X	X
	GT38A	?	X	X	X	X	X	X	?	?	X	X	X	X	X	X	?	?	+	X	+	X	X
	GT38B	?	X	X	X	X	X	X	?	?	X	X	X	X	X	X	?	-	++	X	X	X	X
	GT38C	?	X	X	X	X	-	X	--	-	X	X	X	-	X	--	-	-	?	X	X	X	X
	GT39	X	X	X	X	X	X	X	X	++	+	X	X	X	++	X	X	++	+	+	+	X	X
	GT40	X	X	X	X	X	X	X	X	X	+	X	X	X	+	X	X	+	+	X	X	+	X
	GT41	X	X	X	X	X	X	X	X	X	?	X	X	X	-	X	X	-	+	X	X	+	X
	GT42	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	+	++	++	X	X	X	X
	GT43	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	?	?	?	X	X	X	X
	GT44A	X	X	X	+	X	X	+	X	X	-	X	+	+	X	?	X	X	++	X	X	X	X
	GT44B	X	X	X	?	X	X	?	X	X	-	X	?	--	?	?	X	X	--	X	X	X	X
	GT45A	X	X	X	?	X	X	?	?	X	-	-	X	X	+	X	X	X	X	+	X	X	X
GT45B	X	X	X	?	X	X	?	-	X	-	--	X	X	--	X	X	X	X	-	X	X	X	
Methodology	GT46	+	X	+	++	+	X	++	+	?	+	X	+	+	X	?	+	X	+	?	+	X	X
	GT47	?	X	X	X	X	X	X	X	X	X	+	X	+	X	X	X	X	+	X	X	X	X
Other	GT48	X	X	X	X	X	X	X	+	+	X	X	X	+	X	?	?	X	X	X	X	X	+
	GT49	X	X	X	X	X	X	X	X	X	X	X	X	+	+	X	+	+	X	+	+	+	X

## APPENDIX 6

*Table 10: Summary Tables of the Options Assessment.*

Theme: Need for Additional Gypsy and Traveller Sites		
Sub Issue:		
Assumptions: It is assumed that if demand is not met there is a likelihood of illegal sites being more prevalent.		
Option GT1A – Need for Sites (Option A)	Option GT1B – Need for Sites (Option A)	Option GT2 – Needs for Sites (Proposed Approach)
<p>New Government guidance requires the District Council to provide additional Gypsy and Traveller pitches. A recent study has identified a need for between 110 to 130 new pitches up to the year 2010.</p>	<p>As SCDC already provides a large number of authorised sites and Travellers have expressed flexibility in the location of future sites: SCDC should only meet a proportion of the 110 to 130 pitches up to 2010.</p>	<p>As SCDC already provides a large number of authorised sites and Travellers have expressed flexibility in the location of future sites. SCDC should only meet a proportion of the 110 to 130 pitches up to 2010.</p>
<p><b>Environmental:</b> The effects on most environmental objectives are predominantly unknown as it is not necessarily the number of new pitches that will have effects, rather the location of these.</p> <p>The provision of new sites will offer opportunities for more Gypsy and Travellers for greater permanence in settlement rather than moving between illegal sites. This will have minor benefits for reducing traffic and the effects of this on the environment.</p> <p><b>Social:</b> It is considered that providing new pitches within the district is likely to improve health by increasing accessibility to services such as running water, health and educational facilities. This will help to improve health amongst the</p>	<p><b>Environmental:</b> The effects on most environmental objectives are predominantly unknown as it is not necessarily the number of new pitches that will have effects, rather the location of these. The exact proportion of the demand that will be provided is unknown and adds to uncertainty in the assessment.</p> <p>The provision of new sites will offer opportunities for more Gypsy and Travellers for greater permanence in settlement rather than moving between illegal sites. This will have minor benefits for reducing traffic and the effects of this on the environment.</p> <p><b>Social:</b> It is considered that providing new pitches within the district is likely to improve health by</p>	<p><b>Environmental:</b> The effects on most environmental objectives are predominantly unknown as for many this depends on the process location rather than whether sites are spread across the district.</p> <p>A key issue for Gypsy and Traveller groups has been identified as a need for close location to other groups, particularly family groups. If pitches are distributed across the district there may be an increased demand for travelling between sites, which will in turn have implications for pollutant levels.</p> <p><b>Social:</b> New pitches across the district are likely to have some impacts on increasing accessibility to services, including health and education, identified as a key issue for Gypsy and Traveller groups.</p>

<p>Gypsy and Traveller population and promote accessibility and inclusiveness. The option seeks to satisfy all identified demand and should help to have a strong positive effect to provide (in this case pitches) housing for the population.</p> <p>An increase in the provision of new pitches for these groups may result in a perceived increase in the fear of crime from permanent residents of surrounding locations.</p> <p><b>Economic:</b> It is considered that a by-product of providing pitches will be to encourage some elements of the economy, particularly the rural economy.</p>	<p>increasing accessibility to services such as running water, health and educational facilities. This will help to improve health amongst the Gypsy and Traveller population and promote accessibility and inclusiveness. The option seeks to satisfy only a proportion of the identified demand and will have a reduced positive effect towards providing housing (in this case pitches) for the population.</p> <p>An increase in the provision of new pitches for these groups may result in a perceived increase in the fear of crime from permanent residents of surrounding locations.</p> <p><b>Economic:</b> It is considered that a by-product of providing pitches will be to encourage some elements of the economy, particularly the rural economy.</p>	<p>There is however an identified need for provision for family groups and dispersal of pitches without considering this need may lead to further problems of illegal sites as groups seek to find sites which can accommodate their needs in this respect.</p> <p><b>Economic:</b> It is considered that a by-product of providing pitches across the district will be to encourage some elements of the economy, particularly the rural economy.</p> <p><b>Recommendation:</b> This option should state in supporting text that in the identification of areas to provide pitches requirements for settlement size and interaction of groups will be considered.</p>
---	--	--

Theme: Identifying New Gypsy and Traveller Sites			
Sub Issue: Approach to Identifying Sites and Site Suitability			
Assumptions:			
Option GT3 – Identifying Sites (Proposed Approach)	Option GT4A – Relationship to Settlements (Option A)	Option GT4B – Relationship to Settlements (Option B)	Option GT4C – Relationship to Settlements (Option C)
<p>The Council will use a three-tier approach considering environmental, economic and social indicators to identify the most suitable sites for Gypsy and Traveller pitches.</p>	<p>Sites for Gypsy and Traveller pitches may be located in areas deemed unsuitable on planning policy grounds for standard housing (e.g. outside settlement frameworks) if the site can meet the requirements of ODPM Circular 01/2006 with regard site location and those of Gypsies/Travellers.</p>	<p>Sites for Gypsy and Traveller pitches may be located in areas deemed suitable for standard housing on planning policy grounds (e.g. within settlement frameworks) if the site can meet the requirements of ODPM Circular 01/2006 with regard site location and those of Gypsies/Travellers.</p>	<p>Sites for Gypsy and Traveller pitches may be located in areas deemed both suitable and unsuitable for standard housing on planning policy grounds (e.g. outside/within settlement frameworks) if the site can meet the requirements of ODPM Circular 01/2006 with regard site location and those of Gypsies/Travellers.</p>
<p><b>Environmental:</b> The option states that environmental indicators will be used to identify sites, but does not discuss potential trade off or how these will be applied</p> <p><b>Social:</b> The option states that social indicators will be used to identify sites, but does not discuss potential trade off or how these will be applied</p> <p><b>Economic:</b> The option states that economic indicators will be used to identify sites, but does not discuss</p>	<p><b>Environmental:</b> It is an objective of the assessment to promote the use of previously developed land and protect agricultural land. The option could lead to sites outside of the boundaries of settlements being identified that are currently agricultural in use. Sites outside of the boundaries of settlements may however, contribute towards improving access routes to the countryside.</p> <p>It is considered important to maintain distinctiveness of landscape and townscape. This option could impact on this to a</p>	<p><b>Environmental:</b> This option promotes the use of brownfield locations within the boundaries of existing settlements. This in turn will provide greater protection for greenfield sites on the edge of settlements.</p> <p>The option will help to protect the rural character of some potential sites by promoting development within existing settlement boundaries, however, there may be a perception, perhaps from permanent residents, that Gypsy and Traveller sites may affect the quality of more urbanised townscapes as development may</p>	<p><b>Environmental:</b> The option essentially will allow development within and outside of settlement frameworks. This will still permit some development on sites that may have an agricultural value. The option will also have the potential to affect landscape and townscape character. However, this effect will be unknown as the proportion of sites within or outside of settlement frameworks is not possible to infer from the option.</p> <p>The option will allow for a range of locations and may promote satisfaction with the neighbourhood surroundings.</p>

<p>potential trade off or how these will be applied</p> <p><b>Recommendation:</b> This is not really considered to be an option. The option essentially states that the most sustainable sites will be chosen this is as directed by guidance and will be achieved by later stages of the Sustainability Appraisal. The option is not considered to be required as it should be a given in the site selection process.</p>	<p>degree by altering rural character, although mitigation for landscape issues may be acceptable.</p> <p>Sites outside of settlement boundaries may have to potential to be larger and suited to the needs of Gypsy and Travellers promoting satisfaction with their neighbourhood.</p> <p><b>Social:</b> The option may lead to the location of some sites in areas that suffer from issues of accessibility.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p> <p><b>Recommendation:</b> Greater clarity in the language of GT4A and GT4B will help convey the implications of the options.</p>	<p>be perceived as out of character with its surroundings.</p> <p>Gypsy and Traveller communities often face prejudice, and it is a reasonable assumption that some permanent residents may feel dissatisfaction with their neighbourhood if they share this with a new site. It should, however, be noted that mixing of communities may help to diminish issues of prejudice and therefore reduce the predicted negative effect.</p> <p><b>Social:</b> As detailed above negative perceptions of Gypsy and Travellers exist and locations within settlement boundaries may lead to an increase in the fear of crime.</p> <p>The option will help to promote greater accessibility to services and facilities.</p> <p>It is considered likely that in the short term some issues between permanent residents and the dwellers of new site may exist, based on negative perceptions. However, in the long term placing groups together may ensure mixing and greater tolerance which will help to reduce inequalities</p>	<p>The option will promote sites across the borough, which will not reduce traffic, and therefore pollution may increase.</p> <p><b>Social:</b> It is considered likely that in the short term some issues between permanent residents and the dwellers of new site may exist, based on negative perceptions. However, in the long term placing groups together may ensure mixing and greater tolerance, which will help to reduce inequalities. The option will also help provide for the housing needs of Gypsies and Travellers.</p> <p><b>Economic:</b> This option may help to make accessibility to employment by means other than the car possible.</p>
--	--	---	--

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
ISSUES AND OPTIONS – INTERIM SA REPORT

---

		<b>Economic:</b> This option may help to make accessibility to employment by means other than the car possible.	
--	--	--	--



Theme: Identifying New Gypsy and Traveller Sites			
Sub Issues: Site Suitability			
Assumptions:			
<p><b>Option GT5 – Flood Risk (Proposed Approach)</b> Gypsy and Traveller pitches would 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><b>Option GT6 – Highway Access (Proposed Approach)</b> Gypsy and Traveller pitches would not be permitted where the site access is deemed unsafe or inadequate, or where no safe pedestrian route to a local area centre is or can be made available.</p>	<p><b>Option GT7 – Site Safety (Proposed Approach)</b> Sites for Gypsy and Traveller pitches would not ideally be located in the vicinity of any dangerous roads, railway lines, water bodies or power lines. However these locations will be considered in the same way as conventional housing if they are suggested.</p>	<p><b>Option GT8 – Basic Infrastructure (Proposed Approach)</b> Gypsy and Traveller pitches would 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.</p>
<p><b>Environmental:</b> The option has negligible effects for many of the environmental objectives. However, strong positive effects are likely to achieve objective 4.3 to limit or reduce vulnerability to the effects of climate change, as this will minimise risk from flooding.</p> <p><b>Social:</b> Reducing flood risk will help to make a contribution towards reducing impacts on health and mortality rates in the district.</p> <p>Flood risk can be minimised by</p>	<p><b>Environmental:</b> The option seeks to ensure that sites will only be located where access is safe and there is a safe pedestrian route to the nearest local centre. This may help to reduce the number of local trips made by private vehicle and as a result reduce emissions of pollutants.</p> <p><b>Social:</b> The option will help to contribute towards improving health in the district. Safe pedestrian access will provide the opportunity for site</p>	<p><b>Environmental:</b> The option seeks to locate sites away from dangerous roads, railway lines, water bodies or power lines. The appraisal has identified some the possibility of minimising pollution impacts on water bodies but potential increased air pollution by locating sites away from main roads, and therefore increasing trip length.</p> <p><b>Social:</b> The option will provide benefits for the health and safety of both the Gypsy and Traveller and wider</p>	<p><b>Environmental:</b> Gypsy and Traveller communities are generally self-reliant and options to provide more sustainable sources of basic infrastructure may appeal and could be incorporated into later stages of the DPD. For example the option provides opportunity to integrate biomass and rainwater harvesting into the sites design.</p> <p><b>Social:</b> The option will create access for Gypsy and Traveller groups to services in the form of essential</p>

<p>alleviation and mitigation issues, the option states that these can be secured as part of section 106 agreements. The Scoping Addendum identifies that most Gypsy and Travellers would prefer to inhabit sites owned by themselves. It also highlights that there are issues with economic disadvantage within this group. It is possible costs involved with mitigation will make some sights unobtainable and affect the ability to provide and adequate number of pitches.</p> <p><b>Economic:</b> Economic disadvantage within some members of the Gypsy and Traveller groups has been identified as an issue. This may make schemes with mitigation required as part of Section 106 agreements less attractive affecting investment in this part of the community in private sites.</p>	<p>dwellers to walk rather than drive to local centres. Safe site access will reduce the potential for vehicle accidents at junctions with the highway.</p> <p>Also as a result of these measures, a contribution towards the objective of increasing accessibility to local services and facilities should be noted.</p> <p><b>Economic:</b> Some minor effects towards the economic objectives have been noted. Accessibility to potential employment by means other than the car will promote working close to living accommodation. The measures may also contribute towards supporting local centres and the districts shopping hierarchy.</p>	<p>population. This will arise from minimising risk and minimising exposure to noise.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p>	<p>infrastructure. This will promote permanence of location, which in turn will help improve the quality of housing, promoting sites for residence and reducing the number of Gypsy and Travellers considered as homeless.</p> <p><b>Economic:</b> Promoting sites with infrastructure sufficient to support a population will provide greater option for more long-term residency on site. The effect of this is to provide greater opportunities for long term and varied employment.</p>
---	---	---	---

Theme: Identifying New Gypsy and Traveller Sites			
Sub Issues: Site Suitability			
Assumptions: GT12 assumes that there will be a future demand for mineral extraction activities.			
<p><b>Option GT9 – Ground Stability (Proposed Approach)</b> Gypsy and Traveller pitches would not be permitted on land found to be unstable, unless it can be demonstrated that the land is physically capable of accommodating development and that the risk of damage to the proposed development or adjoining land or buildings can be overcome by appropriate alleviation and mitigation measures secured by planning conditions or Section 106 Agreements.</p>	<p><b>Option GT10 – Drainage (Proposed Approach)</b> Gypsy and Traveller pitches would 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 conditions or Section 106 Agreement. Where practical the development should be served by sustainable drainage systems.</p>	<p><b>Option GT11 – Hazardous Installations and Contaminated Land (Proposed Approach)</b> Gypsy and Traveller pitches would 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 secure by planning conditions or Section 106 Agreements.</p>	<p><b>Option GT12 – Protection of Mineral workings (Proposed Approach)</b> Gypsy and Traveller pitches would not be permitted if located in the vicinity of mineral resources so as to safeguard any future demand.</p>
<p><b>Environmental:</b> The option promotes the selection of sites that have stable ground and through section 106 agreements may help promote remediation of damaged land. This will help promote greater re-use of brownfield land and promote efficiency in land use.</p> <p>The option will also ensure that impacts from subsidence will be minimised as these increase under the effects of climatic change.</p>	<p><b>Environmental:</b> The option should promote greater efficiency in land use, help protect groundwater resources and also reduce the likelihood of flooding. The incorporation of Sustainable Drainage System (SUDs) into the option will promote greater sustainability.</p> <p><b>Social:</b> The option will help ensure that pitches are appropriate and promote</p>	<p><b>Environmental:</b> The option will help promote the remediation of damaged or contaminated land where possible, which will provide greater efficiency in land use. Although the option will not reduce emissions of pollutants it will reduce the likelihood of disturbance of contaminants that may then pollute other soils or water bodies.</p> <p><b>Social:</b></p>	<p><b>Environmental:</b> The result of implementing this option will be to avoid foreclosure on future options for land use, in this case mineral extraction. This can be considered to promote efficient land use.</p> <p><b>Social:</b> The option is unlikely to have a significant effect on the economic objectives</p>

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

<p><b>Social:</b>          The option will help ensure that pitches are appropriate and promote the reduction in the population living in unfit housing. The option will also promote safety for residents of such sites.</p> <p><b>Economic:</b>          Economic disadvantage within some members of the Gypsy and Traveller groups has been identified as an issue. This may make schemes with mitigation required as part of Section 106 agreements less attractive affecting investment in this part of the community.</p>	<p>the reduction in the population living in unfit housing. The result will also reduce vulnerability to flooding during extreme events and therefore reduce risks of health and issues and death.</p> <p><b>Economic:</b>          Economic disadvantage within some members of the Gypsy and Traveller groups has been identified as an issue. This may make schemes with mitigation required as part of Section 106 agreements less attractive affecting investment in this part of the community.</p>	<p>By reducing exposure to soil contaminates, there are identified health benefits. The option will also promote decent pitches for Gypsies and Travellers to use.</p> <p><b>Economic:</b>          Economic disadvantage within some members of the Gypsy and Traveller groups has been identified as an issue. This may make schemes with mitigation required as part of Section 106 agreements less attractive affecting investment in this part of the community.</p>	<p><b>Economic:</b>          The assessment has identified a minor positive correlation with SA objective 7.1. Although the option will not promote business development, it will ensure that it does not discourage any future activities as a result of foreclosure.</p>
--	---	---	--

Theme: Identifying New Gypsy and Traveller Sites		
Sub Issues: Site Suitability		
<p><b>Assumptions:</b> The assessment between these options is considered as a comparative although measured against the baseline conditions identified in the Scoping Report and the Gypsy and Traveller addendum.</p>		
Option GT13A – Sustainability of the Location (Option A)	Option GT13B – Sustainability of the Location (Option B)	Option GT14 – Sustainability of the Location (Rejected Option)
<p>Gypsy and Traveller pitches would ideally be located outside but near to local centres, towns or villages with access to a range of services.</p>	<p>Gypsy and Traveller pitches would ideally be located within settled communities with access to a range of services.</p>	<p>Gypsy and Traveller pitches would ideally be located away from settled communities in remote locations so as to avoid conflict between the two communities.</p>
<p><b>Environmental:</b> It is an objective of the assessment to promote the use of previously developed land and protect agricultural land. The option could lead to sites outside of existing settlements being identified that are currently agricultural in use. Sites outside of the boundaries of settlements may however, contribute towards improving access routes to the countryside.</p> <p>It is considered important to maintain distinctiveness of landscape and townscape. This option could impact on this to a degree by altering rural character, although mitigation for landscape issues may be acceptable.</p> <p>Sites outside of settlement boundaries may have to potential to be larger and suited to the needs of Gypsy and Travellers promoting satisfaction with their neighbourhood.</p>	<p><b>Environmental:</b> This option promotes the use of brownfield locations within existing settlements. This in turn will provide greater protection for greenfield sites on the edge of settlements.</p> <p>The option will help to protect the rural character of some potential sites by promoting development within existing settlement boundaries, however, there may be a perception, perhaps from permanent residents, that Gypsy and Traveller sites may affect the quality of more urbanised townscapes as development may be perceived as out of character with its surroundings.</p> <p>Gypsy and Traveller communities often face prejudice, and it is a reasonable assumption that some permanent residents may feel dissatisfaction with their neighbourhood if they share this with a new site. It should, however, be noted that mixing of communities may help to</p>	<p><b>Environmental:</b> A number of environmental implications have been identified. Amongst these several are considered to be potential serious and significant. Remote locations will be in rural settings and this may result in pressures placed on agricultural land. Rural locations have an important biodiversity value. Rural sites may increase fragmentation and reduce the amount of high quality green space within the district.</p> <p>The distinctiveness of the rural landscape is considered important to maintain. This option could impact on this to a degree by altering rural character, although mitigation for landscape issues may be acceptable.</p> <p>The effect of locating sites in remote locations will be to effectively increase the likelihood of car trips and the length of these this will increase pollution. Remote locations may also not be well serviced by infrastructure including</p>
<p><b>Social:</b></p>		

<p>The option looks to maintain accessibility to services and facilities. The option will provide accommodation for Gypsy and Travellers, and perhaps in a location favoured by this population.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives</p>	<p>diminish issues of prejudice and therefore reduce the predicted negative effect.</p> <p><b>Social:</b> As detailed above negative perceptions of Gypsy and Travellers exist and locations within settlement boundaries may lead to an increase in the fear of crime. Although it must be stressed that this is a possible perception of part of the settled community and does not prove links to actual crime.</p> <p>The option will help to promote greater accessibility to services and facilities.</p> <p>It is considered likely that in the short term some issues between permanent residents and the dwellers of new site may exist, based on negative perceptions. However, in the long term placing groups together may ensure mixing and greater tolerance which will help to reduce inequalities</p> <p><b>Economic:</b> This option may help to make accessibility to employment by means other than the car possible.</p>	<p>waste recycling and collection.</p> <p><b>Social:</b> Accessibility to services including health and education will be affected by this option. Distance from services will is likely to reduce use. This group have already been identified as having disadvantages in health and education.</p> <p>Separation of populations between settled and travelling communities will continue to promote distrust and will not improve relations and mixing between these social groups.</p> <p><b>Economic:</b> Isolated rural locations may however promote or even force an increase in the rural workforce that may help improve the rural economy. However, the educational level of these workers may be lowered, as accessibility to education and training would be affected.</p>
---	--	--

<b>Theme: Identifying New Gypsy and Traveller Sites</b>			
<b>Sub Issues: Site Suitability</b>			
<b>Assumptions:</b> The assessment between these options is considered as a comparative although measured against the baseline conditions identified in the Scoping Report and the Gypsy and Traveller addendum.			
<b>Option GT15A – Access to Local Amenities (Option A)</b>	<b>Option GT15B – Access to Local Amenities (Option B)</b>	<b>Option GT15C – Access to Local Amenities (Option C)</b>	<b>Option GT15D – Access to Local Amenities (Option D)</b>
To encourage sustainable forms of development within the District, sites for Gypsy and Traveller pitches would ideally be located within 1000m (via a safe walking route) of a centre in Cambridge or Northstowe or a Rural Centre as defined in the Core Strategy.	To encourage sustainable forms of development within the District, sites for Gypsy and Traveller pitches would ideally be located within 1000m (via a safe walking route) of a centre in Cambridge or Northstowe or a Rural Centre or a Minor Rural Centre as defined in the Core Strategy.	To encourage sustainable forms of development within the District, sites for Gypsy and Traveller pitches would ideally be located within 1000m (via a safe walking route) of a centre in Cambridge or Northstowe or a Rural Centre or a better-served Group Village as defined in the Core Strategy.	To encourage sustainable forms of development within the District, sites for Gypsy and Traveller pitches would ideally be located within 1000m (via a safe walking route) of a centre in Cambridge or Northstowe or any village identified in the Core Strategy.
<p><b>Environmental:</b> Option 15A promotes more urban locations and will protect rural land resources.</p> <p>Gypsy and traveller sites may not necessarily enhance the distinctiveness of landscape and townscape character, although mitigation can be applied in all locations.</p> <p>It is reasonable to consider that satisfaction with the surrounding neighbourhood is different for the</p>	<p><b>Environmental:</b> Option 15B promotes urban locations but will allow for some sites in rural and minor rural centres, although this will allow for greater proximity to rural land resources in general these will be protected as these centres are still sufficient to support sites and will be confined to 1000m of these.</p> <p>Gypsy and traveller sites may not necessarily enhance the distinctiveness of landscape and townscape character, although</p>	<p><b>Environmental:</b> Option 15C allows for a range of locations from urban and rural centres to group villages as locations for Gypsy and Traveller sites. The assessment has indicated that the preservation of agricultural land may possibly begin to be affected at this level of settlement.</p> <p>Gypsy and traveller sites may not necessarily enhance the distinctiveness of landscape and townscape character, although</p>	<p><b>Environmental:</b> Option 16 would allow sites to be located in any village in the district. The assessment has indicated that the preservation of agricultural land could be significantly affected by this option.</p> <p>Gypsy and traveller sites may not necessarily enhance the distinctiveness of landscape and with smaller settlements could impact severely on their appearance by altering the size and scale of the receiving village.</p>

<p>travelling and settled populations, settled populations may not prefer to live in close proximity to travelling populations and Gypsy and Travellers may prefer less restricted locations that major centres will provide. Therefore the assessment reveals uncertainty for Objective 3.3.</p> <p>This option should however reduce trip making to local services and facilities by car, reducing potential pollution. The location will also provide opportunities to collect and recycle household waste.</p> <p><b>Social:</b> Proximity to health services such as GP's and Dentists may help improve use of these. Perceptions and fear of crime may possibly be affected by locating Gypsy and Travellers and settled populations although proximity may help to break down this social misconception. However, the result is uncertain.</p> <p>The option may ensure greater opportunity for groups within the population of the district to mix. However, a more urban location may not suit Gypsy and Traveller populations wishing to have larger sites to undertake economic activity</p>	<p>mitigation can be applied in all locations.</p> <p>It is reasonable to consider that satisfaction with the surrounding neighbourhood is different for the travelling and settled populations, settled populations may not prefer to live in close proximity to travelling populations and Gypsy and Travellers may prefer less restricted locations that major centres will provide. Therefore the assessment reveals uncertainty for Objective 3.3.</p> <p>This option should however reduce trip making to local services and facilities by car than otherwise under options 15C and 15D, reducing potential pollution. However, this may be less than the Urban locations favoured in Option 15A. The location will still provide opportunities to collect and recycle household waste.</p> <p><b>Social:</b> Proximity to health services such as GP's and Dentists will still generally be high, and may help improve use of these. Perceptions and fear of crime may possibly be affected by locating Gypsy and Travellers and settled populations although proximity may help to</p>	<p>mitigation can be applied in all locations.</p> <p>It is reasonable to consider that satisfaction with the surrounding neighbourhood is different for the travelling and settled populations, settled populations may not prefer to live in close proximity to travelling populations and Gypsy and Travellers may prefer less restricted locations that major centres will provide. Therefore the assessment reveals uncertainty for Objective 3.3.</p> <p>This option will provide sites in rural locations. These may possibly be lacking in certain facilities, for example GP's. This would promote greater use of vehicles than options 15A and B and will increase potential pollution. It is not considered that a new Gypsy and Traveller site would necessarily lead to an increase in services and a decrease in trip length. The location should again still provide opportunities to collect and recycle household waste.</p> <p>Rural locations may also begin to significantly impact on biodiversity, through use of sites with general value and impacting via fragmentation.</p>	<p>It is reasonable to consider that satisfaction with the surrounding neighbourhood is different for the travelling and settled populations, settled populations may not prefer to live in close proximity to travelling populations and Gypsy and Travellers may prefer less restricted locations that major centres will provide. Therefore the assessment reveals uncertainty for Objective 3.3.</p> <p>This option will provide sites in rural locations. These will be lacking in certain facilities and services. This would promote greater use of vehicles than the previous options and will increase potential pollution. Such locations may also have issue with the ability to collect recyclable waste.</p> <p>Rural locations may also begin to significantly impact on biodiversity, through use of sites with general value and impacting via fragmentation.</p> <p><b>Social:</b> Proximity to health services such as GP's and Dentists will be an issue in the most rural locations and may not be adequate for the needs of the travelling population.</p>
---	--	---	---



<p>and to ensure proximity of family groups, and as a result could make such site more isolated and subject to social exclusion</p> <p><b>Economic:</b> The option increases opportunities for access to employment by means other than private transport, the option may also promote improvements in access to education and training by increasing opportunities for young people to complete their education</p>	<p>break down this social misconception. However, the result is uncertain.</p> <p>The option should also ensure greater opportunity for groups within the population of the district to mix, as with Option 15A. Furthermore a location in rural centres may suit Gypsy and Traveller populations more. The regional needs assessment indicates that there is a wish to have larger sites to undertake economic activity and to ensure proximity of family groups. Therefore less urban locations may provide the best opportunities for these undertakings.</p> <p><b>Economic:</b> The option may still provide accessibility to some employment by means other than private transport and may also help to support the rural economy. Accessibility to educational facilities should still be high increasing opportunities for young people to complete their education than otherwise if rural locations are favoured.</p>	<p><b>Social:</b> Proximity to health services such as GP's and Dentists may be an issue in more rural locations and may not be adequate for the needs of the travelling population.</p> <p>Perceptions and fear of crime may possibly be affected by locating Gypsy and Travellers and settled populations and less enforced mixing may ensure that a stigma remains attached to Gypsy and Traveller groups. However, the result is uncertain.</p> <p>The option provides less opportunity for groups within the population of the district to mix, than Options 15A and 15B.</p> <p><b>Economic:</b> The option will affect the ability of Gypsy and Travellers to use sustainable transport methods to reach some work locations. However the locations may help to support the rural economy by providing a local workforce. Accessibility to educational facilities may be reduced affecting opportunities for young people to complete their education.</p>	<p>Perceptions and fear of crime may possibly be affected by locating Gypsy and Travellers and settled populations and less enforced mixing may ensure that a stigma remains attached to Gypsy and Traveller groups. However, the result is uncertain.</p> <p>The option provides less opportunity for groups within the population of the district to mix, than other and may produce feelings of resentment if the existing population feels overwhelmed by a medium to large site in proximity to an existing smaller community.</p> <p><b>Economic:</b> The option will affect the ability of Gypsy and Travellers to use sustainable transport methods to reach some work locations. However the locations may help to support the rural economy by providing a local workforce.</p> <p>Accessibility to educational facilities may be reduced affecting opportunities for young people to complete their education.</p>
--	---	---	---

Theme: Identifying New Gypsy and Traveller Sites			
Sub Issues: Site Suitability			
<p><b>Assumptions:</b> The assessment is based on the effects of proximity to public transport facilities and frequency of these and is comparative between options. The assessment will not consider effects of location in other effects, such as physical location size etc as these are assessed within other options.</p>			
<p><b>Option GT16A – Access to Public Transport: Distance (Option A)</b></p> <p>To encourage sustainable forms of development within the District, sites for Gypsy and Traveller pitches would ideally be located within 1000m (via a safe walking route) of a transport node providing a frequent service to the nearest local centre or town.</p>	<p><b>Option GT16B – Access to Public Transport: Distance (Option B)</b></p> <p>To encourage sustainable forms of development within the District, sites for Gypsy and Traveller pitches would ideally be located within 400m (via a safe walking route) of a transport node providing a frequent service to the nearest local centre or town.</p>	<p><b>Option GT17A – Access to Public Transport: Frequency (Option A)</b></p> <p>To encourage sustainable forms of development within the District, sites for Gypsy and Traveller pitches would ideally be located close to a transport node providing an hourly service to the nearest local centre or town.</p>	<p><b>Option GT17B – Access to Public Transport: Frequency (Option B)</b></p> <p>To encourage sustainable forms of development within the District, sites for Gypsy and Traveller pitches would ideally be located close to a transport node providing a half hourly service to the nearest local centre or town.</p>
<p><b>Environmental:</b> The comparative assessment indicates that a 1000m walk to a transport node will be less attractive than a 400m walk and therefore the result will be increased emissions of air pollutants, which in turn could affect the integrity of designated sites although this is unknown in the assessment.</p> <p><b>Social:</b> The distance may promote health through exercise and through accessibility to health services amongst other facilities. But this is</p>	<p><b>Environmental:</b> If it is assumed that a 400m walk will be more attractive than a 1000m walk and therefore attract more people to use public transport, the result will be a reduction in potential emissions of air pollutants, which in turn may be advantageous to biodiversity of designated sites although this is unknown in the assessment.</p> <p><b>Social:</b> The distance may promote health through exercise and through accessibility to health services amongst other facilities. This is</p>	<p><b>Environmental:</b> The comparative assessment indicates that locating near an hour frequency of public transport will be less attractive than a ½ hour frequency and therefore the result will be increased emissions of air pollutants, which in turn may affect the integrity of designated sites although this is unknown in the assessment.</p> <p><b>Social:</b> The frequency is enough to promote health through accessibility to health services amongst other facilities. But this is</p>	<p><b>Environmental:</b> If it is assumed that a more frequent service will be more attractive than an hourly service and therefore attract more people to use public transport, the result will be a reduction in potential emissions of air pollutants, which in turn may be advantageous to biodiversity of designated sites although this is unknown in the assessment.</p> <p><b>Social:</b> The frequency is enough to promote health through accessibility to health services amongst other facilities. This is expected to be greater than</p>

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

<p>expected to be less than Option 16B as the number of people walking is expected to be lower and there may be a perception of services being located to far away to travel.</p> <p>The greater distance is also disadvantageous to elderly and disabled members of the population.</p> <p><b>Economic:</b> The option will provide some opportunity to travel to work, and to educational establishments by public transport although this will be less than for Option 16B</p>	<p>expected to be more than Option 16A as the number of people walking is expected to be greater and there may be a perception of services being easier to reach.</p> <p>The distance is more advantageous to elderly and disabled members of the population than option 16A</p> <p><b>Economic:</b> The option will provide greater opportunity to travel to work, and to educational establishments by public transport than Option 16A</p>	<p>expected to be less than Option 17B, as the perception may be that services are too hard to reach.</p> <p><b>Economic:</b> The option will provide some opportunity to travel to work, and to educational establishments by public transport although this will be less than for Option 17B</p>	<p>Option 17A, as the perception may be that services are easier to reach.</p> <p><b>Economic:</b> The option will provide greater opportunity to travel to work, and to educational establishments by public transport than Option 17A</p>
---	---	--	---

Theme: Identifying New Gypsy and Traveller Sites		
Sub Issues: Site Suitability and Major New Developments		
<p><b>Assumptions: GT18</b> - It is assumed that the majority of brownfield sites will be located in centres of population, where development has taken place previously. Further more it is assumed that these sites will therefore have greater accessibility to services, facilities, education and employment and the indirect effects that these may bring will follow. <b>GT19 &amp; GT20</b> – The assessment assumes that new developments will also include the provision of facilities and services as part of sustainable planning. Not providing in new major developments returns a number of unknown assessments as it cannot be stated where other sites to meet provision would be located.</p>		
Option GT18 – Re-use of Brownfield Sites (Proposed Approach)	Option GT19 – Major New Developments (Proposed Approach)	Option GT20 – Major New Developments (Rejected Option)
<p>The Council would encourage, where suitable, the use of brownfield sites for siting of Gypsy and Traveller pitches.</p>	<p>The provision of Gypsy/Traveller pitches will be considered at all major new developments.</p>	<p>Gypsy/Traveller pitches will not be provided at all major new developments.</p>
<p><b>Environmental:</b> The option will encourage new development of previously developed land and fulfil Objective 1.1. Landscape and townscape effects may result, although this is dependant on location and on mitigation included in the development proposal. A number of indirect effects have been identified. These include protection of designated conservation sites, a reduction in air pollution from traffic (based on proximity to facilities and services), furthermore it is assumed that these locations will be covered by existing waste and recycling services.</p> <p>Some loss of brownfield biodiversity may also result from this location although precisely the value cannot be stated at this stage.</p> <p><b>Social:</b> Indirect effects on the social objectives are minimal but proximity to services and facilities is</p>	<p><b>Environmental:</b> New major developments are increasingly more likely to include more sustainable construction methods. Therefore the assessment concludes that pitches on these sites could incorporate renewable energy and water recycling technology. Similarly new development sites are likely to be serviced by recycling collection services.</p> <p>Consultation has indicated sites within new development are of interest to Gypsy and Travellers. The likely outcome is therefore satisfaction with the neighbourhoods as a place to live (objective 3.3). New developments may also have on site provision of services reducing the need to travel and subsequently air pollution.</p> <p><b>Social:</b> This option should improve accessibility to</p>	<p><b>Environmental:</b> It is difficult to accurately predict sustainability effects as a result of placing all sites outside of new developments, as it depends on where other sites are located. It is possible sites that are adequate may be found, but equally sites that are less adequate may only be identified. Therefore the assessment has returned uncertainty in the assessments with the impact on landscape and townscape character and whether travelling or permanent populations will be satisfied with their neighbourhoods.</p> <p>Sites may also have problems in terms of accessibility to services having knock on effects for pollution and waste collection</p> <p><b>Social:</b> Alternative sites may have accessible services, but this is an unknown. It is possible that to fulfil identified need less sustainable locations may be</p>

<p>assumed with the majority of brownfield sites.</p> <p><b>Economic:</b> The assumption of previously developed sites having greater accessibility than others will have further indirect effects of increasing the potential for employment based trips to be made by public transport, accessibility to education a training based on physical proximity and providing support for existing centres.</p>	<p>services and help improve relations between social groups by encouraging mixing. Although if this is not successful may lead to some tensions. The option can be considered as meeting the needs of Gypsy and Travellers as indicated in previous consultation and in the regional needs assessment.</p> <p><b>Economic:</b> The option should help provide access to educational facilities and to employment by sustainable transport. It is likely also to support the shopping hierarchy.</p>	<p>identified. It is likely however that sites can be found that provide some of the needs of the travelling community.</p> <p><b>Economic:</b> The ability of the option to encourage access to educational facilities and to employment by sustainable transport and to support the shopping hierarchy is unknown as this depends on identified alternative locations.</p>
---	--	--

Theme: Identifying New Gypsy and Traveller Sites			
Sub Issues: Impact on Valued Areas			
Assumptions:			
Option GT21 – Green Belt (Proposed Approach)	Option GT22 – Green Belt (Alternative Option)	Option GT23 – Green Belt (Rejected Option)	Option GT24 – Nationally Recognised Designations (Proposed Approach)
<p>In very exceptional circumstances, sites could be proposed in the Green Belt and allocated for Gypsy and Traveller pitches if they conform to suitability and sustainability criteria, in particular where they are located close to Cambridge or a Rural Centre.</p>	<p>Gypsy and Traveller pitches would generally not be permitted within the Green Belt.</p>	<p>Gypsy and Traveller pitches would generally be accepted in the Green Belt.</p>	<p>Gypsy and Traveller pitches would normally not be permitted where it would have an adverse affect or lead to the loss of important areas and features of Nationally Recognised Designations whether or not they are statutorily protected.</p>
<p><b>Environmental:</b> The option is likely to lead to the loss of some agricultural land, but conversely may increase accessibility to the countryside. This may, also cause some fragmentation of habitats.</p> <p>Impacts on landscape are likely, although mitigation is possible to reduce effects. Sites inside of the greenbelt may have issues with local accessibility to services and facilities, including waste collection and recycling. This could increase air pollution, as private transport may be the only realistic option.</p> <p><b>Social:</b></p>	<p><b>Environmental:</b> The option will ensure that agricultural land will not be lost to development as much of the green belt is this designation. Several nature conservation sites are within the green belt and this option may protect these, and furthermore will avoid fragmentation. This would assume proximity in location.</p> <p>The impacts on townscape are unknown but without mitigation this is possible. Sites outside of the greenbelt are more likely to have services and facilities provided, including waste collection and recycling. This will help reduce impacts from air pollution by</p>	<p><b>Environmental:</b> Unrestricted use of the greenbelt is likely to lead to the loss of some agricultural land, but conversely may increase accessibility to the countryside. Several nature conservation sites are within the green belt and this option may lead to impacts on these if sites are located in proximity to these. Furthermore the option may lead to fragmentation of non-designated habitats.</p> <p>Impacts on landscape are likely, although mitigation is possible to reduce effects. Sites inside of the greenbelt may have issues with local accessibility to services and facilities, including waste collection and</p>	<p><b>Environmental:</b> The option will help to ensure that sites designated for their nature conservation interest will not be affected by site provision for Gypsy and travellers. This will also help conserve species and avoid issues of fragmentation, and help achieve BAP targets.</p> <p>Similarly the option will help conserve historically designated areas and help maintain and enhance distinctive landscape and townscape environments.</p> <p><b>Social:</b> The option is unlikely to have a</p>

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

<p>The option will lead to more rural locations being developed and this may increase the health of the population by reducing exposure to pollutants and encouraging use of the countryside.</p> <p>Accessibility to services and facilities is likely to be less than for Option 22A. However, it is likely that community needs in terms of provision of pitches could be met by allowing greenbelt sites.</p> <p><b>Economic:</b>          The option may encourage the rural economy by providing local employees and supporting rural retail and therefore is likely to support the shopping hierarchy.</p>	<p>encourage sustainable transport modes such as walking.</p> <p><b>Social:</b>          The option may increase the health of the population by providing opportunities for walking over private transport. Accessibility to services and facilities is likely to be high.</p> <p>Community mixing is more likely and this may encourage better relationships between groups.</p> <p>The option does however limit the area in which sites can be located and this may fail to meet the demand identified in the regional needs assessment.</p> <p><b>Economic:</b>          The option will promote access to employment by means other than private transport. It will also promote physical access to education and training and is likely to support the shopping hierarchy.</p>	<p>recycling. This could significantly increase air pollution, as private transport may be the only realistic option.</p> <p><b>Social:</b>          The option will lead to more rural locations being developed and this may increase the health of the population by reducing exposure to pollutants and encouraging use of the countryside.</p> <p>Accessibility to services and facilities is likely to be less than for Options 22A and 22B. In this regard it is likely that community needs will be met although in terms of provision of pitches could be met.</p> <p>The option may further polarise groups within the district and impact on community relations, if Gypsy and Traveller sites in the greenbelt are considered as a nuisance and subject to a different planning regime than for permanent residents.</p> <p><b>Economic:</b>          The option may encourage the rural economy by providing local employees and supporting rural retail. However, access to education and training is likely to be less than for Options 22A and 22B.</p>	<p>significant effect on the Social objectives.</p> <p><b>Economic:</b>          The assessment has identified that the option may help towards encouraging tourism by protecting features of interest within the district.</p>
---	---	---	---

Theme: Identifying New Gypsy and Traveller Sites			
Sub Issues: Impact on Valued Areas			
Assumptions:			
<p><b>Option GT25 – Conservation Areas (Proposed Approach)</b> Conservation areas are to be avoided if at all possible. However the Council could consider a proposal for Gypsy and Traveller pitches within or adjoining a Conservation Area if it was in a suitable and sustainable location, and where it can be shown that it would preserve or enhance the character or appearance of the Conservation Area or its setting.</p>	<p><b>Option GT26 – Locally Recognised Designations (Proposed Approach)</b> Gypsy and Traveller pitches would normally not be permitted where it would have an adverse affect or lead to the loss of important areas and features of Locally Recognised Designations.</p>	<p><b>Option GT27 – Impact on the Nearest Settlement (Rejected Option)</b> Sites for Gypsy and Traveller pitches would respect the scale of the nearest settlement. Planning permission for Gypsy and Traveller pitches would not be granted where it results in undue pressures on local physical and social infrastructure.</p>	<p><b>Option GT28 – Local Character and Appearance (Proposed Approach)</b> Sites for Gypsy and Traveller pitches would only be permitted where it would not result in any significant adverse impact on the character and appearance of the locality. Pitches would be sensitively screened and enclosed where appropriate.</p>
<p><b>Environmental:</b> The option will help to protect conservation areas as areas of historic interest. It will help conserve landscape and townscape character and will help promote better design and innovation if sites are to be located adjacent to conservation areas.</p> <p><b>Social:</b> The option is unlikely to have a significant effect on the Social objectives.</p> <p><b>Economic:</b> The assessment has identified that the option may help towards encouraging and supporting tourism by protecting</p>	<p><b>Environmental:</b> The option will help to ensure that local sites designated for their nature conservation and landscape interest will not be affected by site provision for Gypsy and travellers. This will also help conserve species and avoid issues of fragmentation. The option seeks to protect landscape character.</p> <p>The assessment also identifies some benefits from protection against land, air and water pollution and helping to reduce flood risk.</p> <p><b>Social:</b> The option is unlikely to have a</p>	<p><b>Environmental:</b> The option states that sites will not place undue pressures on local infrastructure, therefore limiting potential impacts on energy and water consumption and the ability to collect, process and recycle waste.</p> <p>By ensuring that the scale of development will be respectful it is expected that landscape and townscape character can be maintained and that this will promote sites that are attractive and promote innovative design.</p> <p><b>Social:</b></p>	<p><b>Environmental:</b> The option will help to minimise impacts on designated landscape and heritage features. Mitigation will help protect landscape and townscape character and promote innovation and high standards in the design of sites and screening.</p> <p><b>Social:</b> Reducing visible negative impacts that are perceived with Gypsy and Traveller sites is likely to help towards improving relationships between social groups</p>



**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

<p>features of interest within the district.</p>	<p>significant effect on the social objectives.</p> <p><b>Economic:</b>  The assessment has identified that the option may help towards encouraging and supporting tourism by protecting features of interest within the district.</p>	<p>By ensuring minimised pressures on social infrastructure the option should promote accessibility by sustainable transport and ensure accessibility to services</p> <p><b>Economic:</b>  The option is unlikely to have a significant effect on the economic objectives.</p>	<p><b>Economic:</b>  Including sensitive screening of sites will limiting visual effects and as such will not damage aesthetic assets that are attractive to tourism.</p>
--	--	--	---

<b>Theme: Identifying New Gypsy and Traveller Sites</b>			
<b>Sub Issues: Impact on Valued Areas and Special Needs of Gypsies and Travellers</b>			
<b>Assumptions: GT29</b> - It is an assumption that the majority of settled would rather be located away from Gypsy and Traveller sites, as rightly or wrongly there may be a perception of varying impacts on their amenity.			
<b>GT30, GT31 and GT 32</b> – The assessment has been undertaken as a comparison of options and is reflected in the assessment.			
<b>Option GT29 – Impact on Local Amenity (Proposed Approach)</b>	<b>Option GT30 – Size of Sites (Proposed Approach)</b>	<b>Option GT31 – Size of Sites (Alternative Option)</b>	<b>Option GT32 – Size of Sites (Rejected Option)</b>
Sites for Gypsy and Traveller pitches would only be permitted where they can show respect for neighbouring uses and avoid placing undue pressure on the nearest settled community.	New sites allocated for Gypsy and Traveller pitches should generally be for no more than 15 pitches, however all planning applications would be considered on their own merits regardless of site size.	All planning applications for Gypsy/Traveller pitches would be considered regardless of size.	Consideration of planning applications for new or extensions to Gypsy and Traveller sites would not be permitted if the site size exceeded 15 pitches.
<p><b>Environmental:</b> The option is likely to provide protection for landscape character and heritage areas of value, for areas of biodiversity value and possibly agriculturally important site.</p> <p>It is also likely to provide satisfaction with neighbourhoods, but perhaps only for existing permanent populations and not for Gypsy and Traveller communities. The option may also highlight noise effects (such as from animals) if this is deemed affect neighbours and front-load potential mitigation such as acoustic screening.</p> <p><b>Social:</b></p>	<p><b>Environmental:</b> Sites with 15 pitches or less have the potential to be supported by on site energy generation, such as wind turbines, and rainwater harvesting for water reuse. The assessment will be unknown but this should be encouraged at later stages of the planning process.</p> <p>The option could produce less noise and light pollution than a larger site would and therefore will reduce effects on neighbouring settlements. Conversely it is likely that smaller sites may not satisfy need for sites to provide pitches for extended families with accommodation, and may promote greater travelling between</p>	<p><b>Environmental:</b> Larger sites may result in the production of more noise and light pollution and waste than either of options GT30 or GT32, but more significantly may allow for extended families to inhabit one location and therefore reduce traffic movements and air pollution.</p> <p><b>Social:</b> Larger sites could assist communities to mix and as a result will potentially decrease feelings of social exclusion. The option will allow for the provision of larger sites. The Scoping Addendum identifies that a</p>	<p><b>Environmental:</b> Sites with 15 pitches or less have the potential to be supported by on site energy generation, such as wind turbines, and rainwater harvesting for water reuse. This should be encouraged at later stages of the planning process</p> <p>The option could produce less noise and light pollution than a larger site would and therefore will reduce effects on neighbouring settlements. Conversely it is likely that smaller sites may not satisfy need for sites to provide pitches for extended families with accommodation, and may promote greater travelling</p>

<p>The option permits development only where respect for neighbouring uses and avoid placing undue pressure on the settled community. The potential for a straining of relations between social groups is possible as to the interpretation of “respect” and “pressure” and therefore may have impacts on the ability of the DPD to provide housing to meet the needs of Gypsies and Travellers. The option is, however, likely to promote local groups to seek to have greater influence in the decision making process as a result.</p> <p><b>Economic:</b> Some benefits for business have been identified if amenity of businesses is to be a consideration.</p> <p><b>Recommendation:</b> The option suffers from a lack of clarity and would benefit from further qualification. The outcome of the option will be to create policy that rightly protects amenity of residents. Gypsy and Traveller groups suffer from prejudice and bias and the fear would be that this option could lead to policy that would effectively rule out the most sustainable sites if local residents decided that amenity in a variety of forms would be jeopardised. This will not encourage social mixing and may further</p>	<p>sites and even encourage illegal sites and travelling between these.</p> <p><b>Social:</b> Small sites may however discourage mixing and may continue to be socially exclusive, as they may not be large enough to ensure integration.</p> <p>The assessment has identified potential significant impacts on these sites ability to meet the needs of the travelling population. The Scoping Addendum identifies a preference to locate alongside other travelling communities and for pitches large enough to accommodate extended families and to provide space for economic activity. Sites of 15 pitches may not be large enough to provide this room.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives</p> <p><b>Recommendation:</b> The option could be revisited to address a need for larger sites. Perhaps seeking to provide a range of sites, including larger sites if the locations are proved to be most sustainable.</p>	<p>preference exists to locate alongside other travelling communities and for pitches large enough to accommodate extended families and to provide space for economic activity This option is likely to provide for this needs.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p>	<p>between sites and even encourage illegal sites and travelling between these.</p> <p><b>Social:</b> Small sites may however discourage mixing and may continue to be socially exclusive, as they may not be large enough to ensure integration.</p> <p>The assessment has identified potential significant impacts on these sites ability to meet the needs of the travelling population. The Scoping Addendum identifies a preference to locate alongside other travelling communities and for pitches large enough to accommodate extended families and to provide space for economic activity. Sites of 15 pitches may not be large enough to provide this room.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p>
--	--	---	---

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
ISSUES AND OPTIONS – INTERIM SA REPORT

---

<p>stigmatise the Gypsy and Traveller population. In turn this may impact on their highlighted needs for education and health, which would result from the creation of long term residential sites. The option should therefore undergo further consideration.</p>			
--	--	--	--

Theme: Identifying New Gypsy and Traveller Sites			
Sub Issues: Special Needs of Gypsies and Travellers			
Assumptions: <b>GT33</b> – The type of business likely to be set up cannot be assumed, therefore some uncertainty remains in the assessment. <b>GT35 and GT36</b> – It is desirable to avoid polarisation of Gypsy and Travellers, but over concentration will also lead to negative ghettoisation.			
Option GT33 – Provision for Business Uses (Proposed Approach)	Option GT34 – Provision for Stables (Proposed Approach)	Option GT35 – Traditional Gypsy Settlement Areas (Proposed Approach)	Option GT36 – Traditional Gypsy Settlement Areas (Rejected Option)
<p>Business Uses on Gypsy and Traveller sites would only be permitted if appropriate for its location and where it would not result in a significant impact on neighbouring properties or land uses. These uses would be subject to EA regulations and requirements for the disposal of waste.</p>	<p>Planning permission for stables on a Gypsy and Traveller site would be considered if there is an identified need for this use and where it does not result in any harmful impact on the site or surrounding area.</p>	<p>Sites should respect the scale of, and not dominate the nearest settled community. They should also avoid placing an undue pressure on the local infrastructure.</p>	<p>Gypsy and Traveller pitches would be considered within a locality regardless of scale and pressure on the local infrastructure.</p>
<p><b>Environmental:</b> Business uses on site have the potential to increase energy and water use, and may also result in negative landscape and visual effects. EA regulations will help to deal with the disposal of waste</p> <p><b>Social:</b> Employment on site will reduce commuting by private vehicle, it may help to reduce social exclusion by providing more employments and it is considered to actively meet the</p>	<p><b>Environmental:</b> Stables are likely to produce pollution in the form of noise and related to waste generation. The option states that stables will not be permitted if they would have any harmful impact on nearby residents or adjoining land users. The result of the assessment is therefore unknown, as stables potentially may not be permitted in any areas under these criteria, as some pollution will be inevitable. An increase in waste is also considered inevitable.</p> <p><b>Social:</b> Stabling facilities can be considered to</p>	<p><b>Environmental:</b> By looking to avoid dominating existing communities the option will have a number of effects on the appearance of the district. Larger and more concentrated Gypsy and Traveller sites are perceived as having negative effects on landscape character and will affect the satisfaction of other members of the community with their neighbourhood. This option seeks to avoid this.</p> <p>The option also reduces the cumulative effect of potential</p>	<p><b>Environmental:</b> Larger and more concentrated Gypsy and Traveller sites are perceived as having negative effects on landscape character and will affect the satisfaction of other members of the community with their neighbourhood.</p> <p>This option may increase pollution, such as noise, by increasing the number of noise sources in a smaller locality.</p> <p><b>Social:</b> Concentrated groups may increase</p>

<p>identified needs of Gypsy and Traveller.</p> <p><b>Economic:</b> The option will promote business development in the district and also will help increase the skills of the population. Some impacts on existing businesses may occur but these are unknown at this stage.</p>	<p>be an essential part of community infrastructure and will help meet their needs.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p> <p><b>Recommendation:</b> As stables are likely to produce some pollution it would be advisable to state that stables can be considered if there is not a 'significant' harmful impact on surrounding area.</p>	<p>sources of pollution, such as noise pollution from vehicles and business practices.</p> <p><b>Social:</b> Gypsy and Travellers may at times be subject to a perception of anti-social behaviour. Avoiding larger concentrations of Gypsy and Travellers that would overwhelm settlements is therefore likely to reduce the amount of potential nuisance and fear of crime that may be experienced by the permanent population.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p>	<p>the fear of crime amongst the permanent population especially for larger transit sites.</p> <p>Larger concentrations may however improve accessibility to certain needs and services. For example as outlined in the Scope of this SA this group has certain health needs and a concentration may help to ensure adequate facilities are made available. However, grouping and concentration may overwhelm existing facilities to the detriment of both the settled and travelling communities.</p> <p>Larger concentrations are likely to worsen relationships between this population and other members of society as there may be some perception of nuisance.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives</p>
---	---	---	---

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
**ISSUES AND OPTIONS – INTERIM SA REPORT**

<b>Theme: Identifying New Gypsy and Traveller Sites</b>			
<b>Sub Issues: Special Needs of Gypsies and Travellers and Site Availability / Site Acquisition</b>			
<b>Assumptions:</b> GT38 – Council owned land is predominantly existing open space and parkland. The assessment will return some unknowns as it is not clear which locations would be available from private landowners and exactly where compulsory purchase powers may be used.			
<b>Option GT37 – Play Areas (Proposed Approach)</b>	<b>Option GT38A – Site Availability (Option A)</b>	<b>Option GT38B – Site Availability (Option B)</b>	<b>Option GT38C – Site Availability (Option C)</b>
<p>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.</p>	<p>Private landowners could come forward with available and suitable land for Gypsy and Traveller pitches.</p>	<p>Where problems finding sufficient available sites are encountered, the Council could consider exercising their Compulsory Purchase Powers to secure new sites for Gypsy and Traveller pitches in appropriate locations.</p>	<p>Council-owned land could be disposed of for Gypsy and Traveller pitches where such land met the agreed selection criteria.</p>
<p><b>Environmental:</b> The option will increase accessibility to local recreational facilities and in turn may reduce the use of private vehicles and reduce emissions of air pollutants.</p> <p><b>Social:</b> The option will provide benefits for health by promoting healthy lifestyles and increase the quantity and quality and accessibility of open space.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the</p>	<p><b>Environmental:</b> It is unclear if land made available will be previously developed or not.</p> <p>Impacts on landscape are likely but not identifiable without an idea of possible location. Likewise this affects possible neighbourhood satisfaction.</p> <p><b>Social:</b> Accessibility to facilities and services will depend on the location of available sites. The location of sites may cause conflict amongst the travelling and permanent community group's dependant on location. The option is likely to provide some of the need for pitches for Gypsy and</p>	<p><b>Environmental:</b> It is unclear if land made available will be previously developed or not.</p> <p>Impacts on landscape are likely but not identifiable without an idea of possible location. Likewise this affects possible neighbourhood satisfaction.</p> <p><b>Social:</b> Accessibility to facilities and services will depend on the location of available sites. Using compulsory purchase powers to find locations for Gypsy and Traveller sites may cause conflict with the settled community based on use of public money. However, this option will be better</p>	<p><b>Environmental:</b> It is unclear if land made available will be previously developed or not.</p> <p>It is indicated that available council land is likely to be open space and parkland. This will have some biodiversity value and will decrease accessibility of the population to wildlife. This could also affect registered parks listed under SA Objective 3.1.</p> <p>Impacts on landscape character are likely to be significantly reduced if high quality open space is identified and this will reduce neighbourhood satisfaction.</p>

<p>economic objectives.</p>	<p>Travellers, however whether this may be enough to supply all demand and could cause conflict amongst members of the travelling community.</p> <p><b>Economic:</b> The option is may have a minor beneficial effect for the economy by promoting private developments of sites for sale and lease to Gypsy and Travellers.</p>	<p>than Options GT38A and GT38C at ensuring provision of predicted needs for pitches.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p>	<p><b>Social:</b> Changes of land use from parks and open space to Gypsy and Traveller sites will have negative effects on the quantity of accessible space and may impact on the ability to encourage healthy lifestyles.</p> <p>The option is considered to potentially impact on the accessibility of leisure facilities by removing areas in which to undertake this activity. In turn this is considered to then have implications for community harmony, as it is likely to increase tensions, as the option would have distinct winners and losers. The option would however go some way to providing land to fulfil the needs of Gypsy and Travellers in terms of housing provision, although this depends on the amount of land that is available.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p>
-----------------------------	--	---	---



Theme: Identifying New Gypsy and Traveller Sites		
Sub Issues: Site Ownership and Management		
<p><b>Assumptions:</b> The assessment is comparative between these three options. It is assumed that some of the issues associated with council provision rather than private ownership, such as a lack of care, poor services, etc, would continue into the future with new sites provided by the council.</p>		
<p><b>Option GT39 – Site Ownership and Management (Option A)</b> The Council would identify suitable sites for Gypsy and Traveller pitches in the Plan. Private landowners would sell each site to members of this community where management would be undertaken privately.</p>	<p><b>Option GT40 – Site Ownership and Management (Option B)</b> Gypsy and Traveller sites will be released to private developers/Housing Associations (HA) in the same way as traditional housing sites. The developer/HA would cover costs associated with basic infrastructure and then sell/rent individual pitches to Gypsies and Travellers.</p>	<p><b>Option GT41 – Site Ownership and Management (Rejected Option)</b> The Council would own and manage all new Gypsy and Traveller sites within the District.</p>
<p><b>Environmental:</b> The option will enable Gypsy and Travellers groups to own and run their own sites. This has been identified in the Scoping Addendum as a preference. The effect may be for more care and pride in the location than if leased (GT40) or if provided by the council (GT41). Environmentally this may ensure that appearance is maintained and landscape and visual effects will be limited. Similarly issues such as pollution, specifically noise, may be reduced as the community becomes strengthened.</p> <p><b>Social:</b> As detailed above anti social behaviour is likely to be less on privately owned sites as these sites have been identified as effective in dealing with this. A sense of pride and ownership can lead to communities that are stronger and mix more with other members of</p>	<p><b>Environmental:</b> Privately owned sites that are sold or rented to Gypsy and Traveller groups will have the advantage of a management company involvement. This could involve the provision of new and maintained infrastructure to reduce possible pollution from a variety of sources including waste, wastewater and noise.</p> <p><b>Social:</b> This option may also see a reduction in anti social behaviour, especially where members of the population are tenants of housing associations as there is the possibility of removal from pitches if behaviour is poor. The option will provide some of the needs of travellers for housing as this can cater for Gypsy and Travellers who may not be affluent enough to purchase land, as per Option 39</p> <p><b>Economic:</b></p>	<p><b>Environmental:</b> As detailed within the Scoping Addendum there are a number of issues with council owned sites. These originate from a lack of sense of ownership. The outcome of this environmentally is the possibility of pollution and waste based on neglect. For example repairs of damaged and polluting infrastructure are more likely on private sites. However, neglect can be mitigated by upkeep, this may possibly occur as part of regeneration of existing sites.</p> <p><b>Social:</b> The Scoping report has identified that problems with anti social behaviour and poor disability access have existed on some existing council owned sites. It is considered that poorly maintained sites will result from a lack of sense of ownership and this in turn may increase negative perceptions such as the fear of crime.</p>

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
ISSUES AND OPTIONS – INTERIM SA REPORT

---

<p>the community. Acceptance of Gypsies and travellers will also increase. The option should ideally provide for the needs of this group. However, it is feasible that not all groups will have sufficient income to purchase sites and therefore the option will need to be supplemented by other means to completely fulfil needs.</p> <p><b>Economic:</b> Some business development is likely from activities that are undertaken on site.</p>	<p>The option will support investment and provision of community infrastructure on site.</p>	<p>Therefore it is considered that this option will not satisfactorily meet the needs of the population.</p> <p><b>Economic:</b> The option will support investment and provision of community infrastructure on site.</p>
---	--	--

Theme: Identifying New Gypsy and Traveller Sites	
Sub Issues: Affordable Accommodation	
<p><b>Assumptions:</b> The options seek to ascertain the best approach to providing affordable accommodation on site. It is assumed that sites would exist with or without affordable accommodation, although excluding certain members of the population. Therefore the assessment considers the options to have only minor physical effects.</p>	
<p><b>Option GT42 – Affordable Accommodation (Proposed Option)</b> The Council will assist interested Housing Associations/partners to purchase and oversee a site (or more than one site) providing affordable accommodation to the Gypsy and Traveller community.</p>	<p><b>Option GT43 – Affordable Accommodation (Alternative Option)</b> There would be a requirement for a proportion of affordable pitches on private Gypsy/Traveller sites.</p>
<p><b>Environmental:</b> The option is unlikely to have a significant effect on the environmental objectives.</p> <p><b>Social:</b> The option proposed will see the council help interested Housing associates purchase and oversee site, which will provide affordable accommodation to Gypsy and Travellers. The assessment of option GT39 indicated that there is an overall preference for Gypsy and Travellers to own their own sites. However, the assessment of this option and GT42 indicates that that to provide affordable accommodation Housing Associated sites may be preferable. The social benefits of this have been identified as reducing social exclusion, by allowing low-income families to be included in a share of ownership or long leasing of pitches. This semi permanence will help certain families achieve their wishes to spend some time in one location to enable children’s schooling and to ensure that older members of the community can settle. The option will help to ensure that accessibility to adequate housing is therefore available to lower income families.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p>	<p><b>Environmental:</b> The option is unlikely to have a significant effect on the environmental objectives.</p> <p><b>Social:</b> Although it is viewed as preferable for Gypsy and Travellers to own their own sites for the long term success of sites and for pride in ownership and the construction of neighbourhood satisfaction some issues remain when considering the provision of affordable housing. The council could place provisions for the provision of affordable sites on all private sites. This may however, have mixed results. Gypsy and Travellers have a preference for sites that will accommodate extended families. However, the idea of accommodating and renting affordable sites outside of the family group may not be culturally acceptable. Thus jeopardising both provision of affordable pitches and the possibility of site purchase as well. Therefore the option may enforce some provision of affordable sites but whether this fits the cultural needs of Gypsies and Travellers is not clear.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p>

Theme: Identifying New Gypsy and Traveller Sites			
Sub Issues: Transit and Temporary Sites			
Assumptions:			
Option GT44A – Transit Sites (Option A)	Option GT44B – Transit Sites (Option B)	Option GT45A – Temporary Special Events Sites (Option A)	Option GT45B – Temporary Special Events Sites (Option B)
In addition to providing permanent Gypsy and Traveller sites SCDC will, in cooperation with neighbouring authorities, investigate the provision of transit sites within the County.	SCDC would not make provision for transit sites within the district.	SCDC would, in cooperation with neighbouring authorities, investigate the feasibility of establishing temporary Gypsy and Traveller sites during special events, such as the Mid-summer fair.	SCDC would not investigate establishing temporary Gypsy and Traveller sites
<p><b>Environmental:</b> The environmental impacts of transit sites would be largely similar to the environmental impact of permanent sites. However, transit sites could generate greater localised transport movements as people arrived and departed with greater frequency.</p> <p>Adverse Impacts on biodiversity and historic interest designated sites and protected species could be avoided due to the provision of authorised transit sites in line with the methodology outlined in GT46. This is relative to there not being such provision and possible increase in unauthorised sites due to no transit provision.</p>	<p><b>Environmental:</b> The environmental impacts of transit sites would be largely similar to the environmental impact of permanent sites. However, transit sites could generate greater localised transport movements as people arrived and departed with greater frequency.</p> <p>A lack of transit sites in the district may possibly result in impacts on designated sites due to unauthorised sites being used due to high need. A lack of transit sites may result in inappropriate locations being used for unauthorised sites such land vulnerable to flooding.</p>	<p><b>Environmental:</b> The environmental impacts of temporary sites could be greater than permanent or transit sites since temporary sites might not have the same level of servicing in terms of waste collection, sewerage, water supply etc. However, temporary sites can be planned for with temporary services provided.</p> <p>The impact of temporary sites on landscape character may be worse than permanent sites as they are likely to have less effective or natural screening. However, this is dependant on the location of sites.</p> <p>The impact on designated sites is</p>	<p><b>Environmental:</b> The Mid-summer fare and other special events are likely to attract Gypsies and Travellers whether adequate sites are provided or not. This would increase the likelihood of illegal sites, and is likely to result in issues of localised pollution from waste and sewerage from animals that accompany them.</p> <p>The impact on designated sites is unknown, but there is some risk of illegal sites on designated areas as a result of this option.</p> <p><b>Social:</b> This option would increase the number of illegal sites, as not</p>

<p><b>Social:</b> Gypsy and Travellers have a preference for small self-owned long stay sites for family groups, on village edges and near established Gypsy and Traveller communities. However, even if every Gypsy and Traveller family in the country had their own long stay base, there would still be a need for transit sites for those who are travelling. Transit sites should not be placed in proximity to permanent sites.</p> <p>Providing temporary sites may also have health benefits by reducing stress</p> <p><b>Economic:</b> The economic impacts of transit sites would be largely similar to the economic impact of permanent sites.</p>	<p><b>Social:</b> There is a need for transit sites for gypsies and travellers in the region and a lack of such provision will put more pressure on authorised permanent sites and will not meet the needs of the gypsy and traveller community. Without such sites a number of illegal sites may be used for transit.</p> <p>This will also have adverse impacts on overall health status and unknown impacts on accessibility to open space.</p> <p><b>Economic:</b> The economic impacts of transit sites would be largely similar to the economic impact of permanent sites.</p>	<p>unknown. The provision of temporary sites of enough capacity would help to avoid illegal sites on designated areas.</p> <p><b>Social:</b> The option is likely to significantly reduce the number of illegal sites, and would also improve the ability for gypsies and travellers to involve themselves in community activities.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives</p>	<p>providing temporary sites will not deter people from travelling to traditional events. The option will also reduce the ability of gypsies and travellers to involve themselves in community activities.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives</p>
--	--	--	---

Theme: Methodology for Identifying Sites in South Cambridgeshire	
Sub Issues: Potential Sites	
Assumptions: Some sites could potentially result in permanent development, i.e. irreversible loss of undeveloped land.	
<p><b>Option GT46 – Methodology (Proposed Approach)</b> Subject to selection of the preferred options/approaches listed previously, SCDC will use this three-tier approach to develop a list of site options for consultation.</p> <p><b>Environmental:</b> The option will conserve areas of value such as conservation areas, designated biodiversity sites of local and national importance and areas of historic interest due to the process in tier 1 and avoidance of such areas. In addition, areas with poor drainage and vulnerability to flood risk will be avoided. The re-use of brownfield sites will be examined. If this land were to be used, this would minimise irreversible loss of undeveloped land. The option may also encourage better-designed sites that will reduce the potential for air, water and soil pollution.</p> <p><b>Social:</b> The option will go some way to maintaining and enhancing the health of gypsies and travellers due to the avoidance of areas close to carriageways, railway lines, power lines and unstable ground. Although the location of sites close to public parks will increase access to open space for those using traveller sites, the overall impact on accessibility to open space to the whole population is unknown. This will be dependent on whether sites are located on common ground, otherwise open to the public. This option will ensure that there is improved access to local services, including health, transport, education, training and leisure. The extent of the sustainability of the option will be dependent on the degree to which it can be implemented on a site-by-site basis. This will vary, however, the overall framework seeks to implement sustainable measures. Provision of play area and expansion space should be considered when allocating sites and deciding on maximum site capacity.</p>	<p><b>Option GT47 – Potential Sites (Proposed Approach)</b> Using this three-tier, criteria-based approach, currently unauthorised sites might be deemed as suitable and sustainable for Gypsy and Traveller pitches and therefore be proposed as authorised sites.</p> <p><b>Environmental:</b> The environmental effects of the option will be similar to the existing situation. Sites will therefore continue to exist only legitimately. However, legitimising sites will potentially decrease the use of undeveloped land and any associated local impacts of new development from the establishment of a new site. One likely benefit is regular waste collection and recycling.</p> <p><b>Social:</b> Unauthorised sites, where possible, are likely to be in proximity to gypsy owned authorised sites. Should they be proposed as authorised sites, their use would ensure continuity for those using them and proximity to other sites, which is a key issue for gypsy and traveller needs. The option may also reduce the stress of the threat of being moved on.</p> <p><b>Economic:</b> The option is unlikely to have a significant effect on the economic objectives.</p>

**SA OF SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER DPD**  
ISSUES AND OPTIONS – INTERIM SA REPORT

---

**Economic:**

The option will improve access to work places such as local services and facilities, thus improving people's access to work.

Theme: Other Considerations	
Sub Issues: Regenerating Existing Sites	
Assumptions:	
<p><b>Option GT48 – Regenerating Existing Sites (Proposed Approach)</b> SCDC will support and encourage programmes and initiatives to regenerate SCDC managed Gypsy and Traveller sites, if they remain following this GTDPD.</p>	<p><b>Option GT49 – Education Programmes (Proposed Approach)</b> The Council will continue to promote education programmes in local schools and initiatives in the wider community to increase awareness of the issues and needs of the Gypsy and Traveller community whilst resources are available.</p>
<p><b>Environmental:</b> The option will involve regeneration of existing sites and therefore will have minimal environmental effects, as the site will already exist. However, the option will ensure that landscape character is maintained and enhanced and that spaces are created that work well with the local landscape.</p> <p><b>Social:</b> The regeneration of existing sites would have positive impacts on the health of the site community, although this may be minor. Other potential benefits would be dependent on the measures implemented, for example, more open space, infrastructure and access to services.</p> <p><b>Economic:</b> Regeneration of the site would have a positive impact on the local economy due to greater amenity and landscape. These improvements would have a positive effect on the amenity of the local neighbourhood.</p>	<p><b>Environmental:</b> The option is unlikely to have a significant effect on the environmental objectives.</p> <p><b>Social:</b> This option would increase awareness of the issues and needs of the Gypsy and traveller community and could potentially improve the relations between gypsies and travellers and the wider community. Indirect effects of this could include improved health status of gypsies and travellers due to a reduction in hostility and stress and reduced fear of crime for local residents caused by prejudice. Greater education should overall lead to reduced inequalities, although this would be a long-term impact.</p> <p><b>Economic:</b> Greater understanding of the issues and needs of the Gypsy and traveller community should improve access to employment for gypsies and travellers within the wider community. This in turn could improve the vitality and adaptability of the local economy.</p>



## GLOSSARY

<b>Alternative</b>	See 'options'.
<b>Area Action Plan (AAP)</b>	A type of Development Plan Document focusing on implementation, providing an important mechanism for ensuring development of an appropriate scale, mix and quality for key areas of opportunity, change or conservation.
<b>Adoption statement</b>	<p>A statement prepared by the Local Planning Authority notifying the public that the Development Plan Document or Supplementary Planning Document has been adopted. This is required by Regulation 36 for Development Plan Documents and Regulation 19 for Supplementary Planning Document in the Town and Country Planning (Local Development) (England) Regulations 2004.</p> <p>A statement on the main issues raised during the consultation on the sustainability appraisal and how these were taken into account in the development of the Development Plan Documents or Supplementary Planning Documents as required by the Strategic Environmental Assessment Directive, is recommended to be included in the Adoption Statement.</p>
<b>Annual Monitoring Report (AMR)</b>	Assesses the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being achieved.
<b>Consultation Body</b>	An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the SEA Directive. The Consultation Bodies in England are the Countryside Agency, English Heritage, English Nature and the Environment Agency.
<b>Consultation Statement</b>	A statement prepared by a Local Planning Authority for a Supplementary Planning Document under regulation 17 (1) of the Town and Country Planning (Local Development) (England) Regulations 2004.
<b>Core Strategy</b>	Should set out the key elements of the planning framework for the area. It should comprise: a spatial vision and strategic objectives for the area; a spatial strategy; core policies; and a monitoring and implementation framework with clear objectives for achieving delivery.

<b>Development Plan Documents (DPD)</b>	A type of Local Development Document. DPDs include the Core Strategy, site-specific allocations of land and Area Action Plans (where needed).
<b>Environmental Impact Assessment (EIA)</b>	A generic term used to describe environmental assessment as applied to projects. In this guide 'EIA' is used to refer to the type of assessment required under the European Directive 337/85/EEC.
<b>Indicator</b>	A measure of variables over time, often used to measure achievement of objectives.
<b>Output indicator</b>	An indicator that measures the direct output of the plan or programme. These indicators measure progress in achieving a plan objective, targets and policies.
<b>Significant effects indicator</b>	An indicator that measures the significant effects of the plan.
<b>Contextual indicator</b>	An indicator used in monitoring that measures changes in the context within which a plan is being implemented.
<b>Local Development Document (LDD)</b>	There are two types of Local Development Document: Development Plan Documents and Supplementary Planning Documents.
<b>Local Development Framework (LDF)</b>	Sets out, in the form of a 'portfolio', the Local Development Documents which collectively deliver the spatial planning strategy for the area in question. The LDF also includes the Statement of Community Involvement, the Local Development Scheme and the Annual Monitoring Report.
<b>Local Development Scheme (LDS)</b>	Sets out the local authority's programme for preparing the Local Development Documents.
<b>Local Development Regulations</b>	Town and Country Planning (Local Development) (England) Regulations 2004.  Town and Country Planning (Transitional Arrangements) (England) Regulations 2004.
<b>Mitigation</b>	Used to refer to measures to avoid, reduce or offset significant adverse effects on the environment.
<b>Objective</b>	A statement of what is intended, specifying the desired direction of change in trends.
<b>Option</b>	The range of rational choices open to plan-makers for delivering the plan objectives. 'Option' is taken to be synonymous with 'alternative' in the SEA Directive.
<b>Plan</b>	For the purposes of the SEA Directive this is used to refer to all of the documents to which this guidance

	applies, including Regional Spatial Strategy revisions and Development Plan Documents. Supplementary Planning Documents are not part of the statutory Development Plan but are required to have a sustainability appraisal.
<b>PPS11</b>	Planning Policy Statement 11: Regional Spatial Strategies
<b>PPS12</b>	Planning Policy Statement 12: Local Development Frameworks
<b>Pre-submission consultation statement</b>	A statement prepared by a Local Planning Authority for a Development Plan Document pursuant to regulation 28(1)(c) of the Town and Country Planning (Local Development) (England) Regulations 2004.
<b>Scoping</b>	The process of deciding the scope and level of detail of a Sustainability Appraisal.
<b>Screening</b>	The process of deciding whether a document requires a SA.
<b>SEA Directive</b>	European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment
<b>SEA Regulations</b>	The Environmental Assessment of Plans and Programmes Regulations 2004 (which transposed the SEA Directive into law).
<b>Statement of Community Involvement (SCI)</b>	A statement setting out the consultation procedures for a Local Planning Authority. Explains to stakeholders and the community how and when they will be involved in the preparation of the Local Development Framework, and the steps that will be taken to facilitate this involvement.
<b>Strategic Environmental Assessment (SEA)</b>	Generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. In the UK, SEA is increasingly used to refer to an environmental assessment in compliance with the 'SEA Directive'.
<b>Supplementary Planning Document (SPD)</b>	A type of Local Development Document. Supplementary Planning Documents are intended to elaborate on DPD policies and proposals but do not have their statutory status.
<b>Sustainability Appraisal (SA)</b>	Generic term used to describe a form of assessment which considers the economic, social and environmental effects of an initiative. SA, as applied to Local Development Documents, incorporates the requirements of the SEA Directive.

**Sustainability issues**

The full cross-section of sustainability issues, including social, environmental and economic factors.