

# **APPENDIX 1**

## **GYPSY AND TRAVELLER DEVELOPMENT PLAN DOCUMENT ISSUES AND OPTIONS REPORT 2: SITE OPTIONS & POLICIES**

**DRAFT REPORT**



# **PUBLIC CONSULTATION**

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

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

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

## **FURTHER NEW SITE OPTIONS**

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

## **TECHNICAL ANNEX**

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

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

The council would encourage, wherever possible, that representations are made on the options contained in the main Issues and Options 2 report. However, where representations specifically relate to matters of detail contained in the Technical Annex they should be made to the relevant part of the Technical Annex.

## **SUSTAINABILITY APPRAISAL**

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

## **HABITATS REGULATIONS ASSESSMENT**

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

## **EQUALITY IMPACT ASSESSMENT**

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

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

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

## **RACE RELATIONS AND INCLUSIVE COMMUNITIES**

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

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

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

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

## **COMPREHENSIVE EQUALITIES POLICY**

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

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

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

"Encouraging 'real' participation in local democracy by people who may normally feel excluded from decision-making processes. In doing this, we will ensure that we seek the views of groups who are particularly vulnerable or at risk of social exclusion or have found it difficult to access our services or receive favourable outcomes from them."

## **HOW TO SUBMIT YOUR VIEWS**

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

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

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

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

Further information is available on the council's website:

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

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

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

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

Or emailed to: [ldf@scambs.gov.uk](mailto:ldf@scambs.gov.uk).

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

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

## **WHAT HAPPENS NEXT?**

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

Once all representations have been considered by the council, a draft plan will be prepared, that the council considers is sound and can be submitted to the Secretary

of State for consideration and adoption. The draft plan will then be subject to public consultation. The purpose of this stage is to gather representations on the soundness of the development plan document that is to be submitted to the Secretary of State.

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

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

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

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

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## EXECUTIVE SUMMARY

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

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

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

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

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

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

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

The Gypsy and Traveller site options are:

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

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

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

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

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

Views are sought on the following Travelling Showpeople site option:

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

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

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

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

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

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

An independent inspector will then consider the overall soundness of the plan, having taken account of objections made, and will determine whether or not the plan meets the various legal and policy tests, and whether the plan can be adopted. The Inspector's Report is binding on the council which means that the council must make any changes that the Inspector identifies before it can adopt the plan.

# 1. INTRODUCTION

## PURPOSE AND STRUCTURE OF THIS DOCUMENT

1.1 The purpose of this Issues and Options 2: Site Options and Policies document is to consult on potential site options for allocation as Gypsy and Traveller sites. These have been identified through a site assessment process using criteria resulting from the Issues and Options 1 consultation in 2006. The current consultation also provides a further opportunity for any other site options to be suggested. The document also consults on potential planning policies that could be included in the plan.

1.2 This document includes the following sections:

**1. Introduction** – The purpose of the Gypsy and Traveller DPD, how it fits into the wider Local Development Framework and other Council Strategies.

**2. Context** – Provides the national, regional and local policy context relevant to the plan.

**3. Vision and Objectives** – Proposes a vision and objectives for the plan to achieve.

**4. Requirement for new sites** – Details the number of pitches that the plan needs to identify.

**5. Sources of new sites** – Identifies the types of land that could yield new sites.

**6. Approach to site testing** – Explains the criteria for used for testing sites.

**7. Site options for consultation** – Lists the 20 site options that the Council is seeking views on.

**8. Transit Provision** – Details issues surrounding the provision of Transit sites, and one site option for consultation.

**9. Travelling Showpeople Provision** – Details issues surrounding the provision of Travelling Showpeople sites.

**10. Gypsy and Traveller Sites in the Green Belt** – Seeks views on the approach that should be taken if sites are allocated in the Green Belt.

**11. Gypsy and Traveller Sites at Major Development Sites** – Details how sites could be delivered in major developments, and seeks views on issues including the timing, location, and design of sites.

**12. Existing Gypsy and Traveller Policies in South Cambridgeshire** – There is one remaining saved policy relating to the provision of Gypsy and

Traveller pitches at Chesterton Fen Road, views are sought on the proposal to delete it.

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

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

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

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

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

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

**Technical Annex** - which includes sections on the following:

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

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

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

## **WHAT IS THE LOCAL DEVELOPMENT FRAMEWORK?**

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

## **PURPOSE OF THE GYPSY AND TRAVELLER DEVELOPMENT PLAN DOCUMENT**

- 1.6 The Gypsy and Traveller Development Plan Document (GTDPD), as part of the council's LDF, will form a vital tool for implementing the council's Gypsy and Traveller Community Strategy, and will set out policies and proposals as they relate to planning for Gypsies and Travellers, and Travelling Showpeople in the district, covering the period 2006 – 2021.
- 1.7 Everyone should have the opportunity for a decent home. Travelling and living in a caravan is part of the heritage of a Gypsy and Traveller and not a lifestyle choice. Gypsies and Travellers are recognised ethnic groups and are entitled to the same access to housing as the settled community. The current shortage of authorised sites across the country has meant some

Gypsies and Travellers have to set up home on land belonging to others or on their own land without permission.

- 1.8 Gypsies and Travellers constitute South Cambridgeshire's largest minority ethnic community, comprising 1% of its population. Gypsies and Travellers are often more disadvantaged than any other ethnic group in terms of access to healthcare and education. If provision is not made for enough authorised sites, unauthorised camping is likely to continue. The number of sites required is extremely small relative to the 23,500 dwellings required by the east of England Plan to be delivered in the district between 2001 and 2021.
- 1.9 The problems associated with unauthorised sites, such as the costs of taking enforcement action, the tension that exists between Gypsies and Travellers and the settled community, and the social exclusion experienced by Gypsies and Travellers on unauthorised sites, will continue unless appropriate provision is made. The aim of the GTDPD is to reduce the occurrence of unauthorised sites by making sufficient new provision for Gypsies and Travellers in the district, within the framework provided by the East of England Plan for the region as a whole.
- 1.10 The GTDPD will address the full range of land use and planning issues that need to be taken into account to bring forward Gypsy and Traveller sites over the plan period, including how they relate to the settled community. The GTDPD will identify a number of sites to be allocated for development as Traveller and Gypsy sites.
- 1.11 In addition, the plan will address planning issues regarding Travelling Showpeople. Travelling Showpeople are self-employed businesspeople that, because of their distinctive lifestyle, form a close-knit community with a distinctive culture. A feature of this culture is the importance placed on extended family links often reinforced by family business ties. Older family members, traditionally, are cared for and supported by their family when they no longer actively travel. Sites were often referred to as 'winter quarters', although as the types of employment are changing they may be used at other times of the year. They need secure, permanent bases for the storage of equipment when not in use. Most Showpeople need to live alongside their equipment, so sites must be suitable for both residential and business use.

## **LINKS TO SOUTH CAMBRIDGESHIRE CORPORATE AIMS AND VALUES**

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

Aims:

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

Values:

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

**LINKS TO THE SOUTH CAMBRIDGESHIRE GYPSY AND TRAVELLER COMMUNITY STRATEGY**

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

**LINKS TO THE SOUTH CAMBRIDGESHIRE SUSTAINABLE COMMUNITY STRATEGY**

- 1.14 The South Cambridgeshire Local Strategic Partnership (LSP) was set up in 2003 to further improve quality of life for those living, working and visiting the district. This partnership includes public, private, community and voluntary sector organisations. The partnership has developed a Sustainable Community Strategy to outline its joined up approach to improving the area. The strategy, which runs from 2008 until March 2011, includes four objectives:



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

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

#### **LINKS TO COMMUNITY ENGAGEMENT STRATEGY**

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

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

## COMMUNITY INVOLVEMENT ON THE GTDPD

- 1.17 South Cambridgeshire District Council has made a firm commitment to involving the community in all stages of the preparation of the Gypsy and Traveller Development Plan Document. In line with government guidance, a Statement of Community Involvement is being produced by the council. In the meantime, the plan will be tested against the requirements of the Town and Country Planning (Local Government) (England) Regulations 2004 (as amended 2008 and 2009).
- 1.18 Early consultation was undertaken ahead of any plan documents being prepared to ensure the views of those involved could be fully taken into account. The Gypsy and Traveller community were consulted on their needs, concerns and aspirations at a workshop in May 2006. A workshop was also carried out with parish councils in June 2006. Initial consultation with other key stakeholders, including the council's Travellers Liaison Group and also the Ormiston Travellers' Initiative (a charitable organisation that seeks to help Gypsies and Travellers access mainstream services), was also undertaken.
- 1.19 The Issues and Options Report 1: General Approach was the first public participation stage in the production of the plan. Representations were invited during a six-week period running from 13 October 2006 to 24 November 2006. Public participation involved a display in reception at South Cambs Hall, an interactive website, articles in the South Cambs Magazine delivered to all households in the district, copies of the reports being made available at the council's offices and at public libraries and local access points and interviews with the council Leader on the Travellers radio station "Rokker Radio". Copies of the reports were also sent to key organisations including statutory bodies such as parish councils. During the consultation period 1,150 representations were received.
- 1.20 A further consultation exercise with key stakeholders in the settled and Gypsy and Traveller communities took place in March 2007 to discuss the findings of the Issues and Options Report 1 consultation and the approach to be used by SCDC for site selection and assessment.
- 1.21 The public participation exercises outlined above provided an early opportunity for local communities, individuals and organisations to be part of the process of identifying the direction the GTDPD should take. The council have taken these views into account in determining the approach to be taken in developing the plan up to this point.
- 1.22 The Issues and Options Report 2: Site Options and Policies is the second public participation phase of the GTDPD preparation where views are now sought on specific site options and policies. A detailed search has been undertaken and potential sites for Gypsy and Traveller pitches have been identified and assessed against the criteria-based approach resulting from the first consultation. At this stage a range of sites are being put forward to

enable effective participation, and this is also the opportunity for the public to put forward further site options for consideration by the council. If any new sites are suggested, the council will test them and there will be another opportunity to comment on any reasonable options that perform well against the site assessment process. Views are also sought on draft policies which would be included in the GTDPD to judge planning applications for new Gypsy and Traveller and Travelling Showpeople sites.

## 2. CONTEXT

### THE NATIONAL POLICY CONTEXT

- 2.1 Nationally, planning requirements and advice are set out in Planning Acts, Policy Statements, Government Circulars and in other documents. South Cambridgeshire District Council (SCDC) must comply with the legislation and legal requirements contained in these documents when preparing the Local Development Framework.
- 2.2 The government guidance relevant to the preparation of this plan includes Circular 01/2006 - Planning for Gypsy and Traveller Caravan Sites. This document sets out the obligation of local authorities to allocate sufficient sites for Gypsies and Travellers in site allocation DPDs. It also identifies a set of criteria that should be considered when allocating sites. Circular 01/2006 says 'The number of pitches set out in the Regional Spatial Strategy must be translated into specific site allocations in one of the local authority's DPDs.' ...'Criteria must not be used as an alternative to site allocations in DPDs where there is an identified need for pitches. Local planning authorities will need to demonstrate that sites are suitable, and that there is a realistic likelihood that specific sites allocated in DPDs will be made available for that purpose. DPDs will need to explain how the land will be made available for a Gypsy and Traveller site, and timescales for provision.'
- 2.3 Circular 01/2006 also provides a clear definition of Gypsies and Travellers for planning purposes as '*Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.*'
- 2.4 Circular 04/2007 - Planning for Travelling Showpeople provides government guidance on planning for Travelling Showpeople provision. It defines Travelling Showpeople as '*Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently.*'
- 2.5 Circular 04/2007 requires that the needs of Travelling Showpeople are to be treated in a similar way to those of Gypsies and Travellers, with provision requirements created through regional plans and implemented through district plans.
- 2.6 In preparing this document, the council also has had regard to our obligations under the Race Relations (Amendment) Act 2000. Under this Act, councils have a general duty to actively seek to eliminate unlawful

discrimination and to promote equality of opportunity and good race relations.

- 2.7 In identifying sites, SCDC has considered and applied where appropriate recent publications from the Department for Communities and Local Government, in particular Designing Gypsy and Traveller Sites – Good Practice Guidance.

## **THE REGIONAL POLICY CONTEXT**

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

## **THE LOCAL CONTEXT**

- 2.12 South Cambridgeshire is located in the middle of the East of England at the junction of the M11 / A14 roads and with direct rail access to London and to Stansted Airport. It is a largely rural district, which surrounds the city of Cambridge and comprises 102 villages. It is surrounded by a ring of market

towns just beyond its borders, which are generally 10 to 15 miles from Cambridge. The district is part of one of the government's four "growth" areas identified for substantial development to 2021 and potentially beyond. Population forecasts predict the district to grow by 25% by 2021 from a population of 138,200 people in 2006. There is significant growth planned for the district, including the new town of Northstowe, and urban extensions to the City of Cambridge which include land in South Cambridgeshire.

- 2.13 South Cambridgeshire has recorded more Gypsy and Traveller caravans than any other district in England, a total of over 600 in recent years. A significant majority of these caravans are located on authorised sites, with planning permission. There is an important distinction between individual caravans and what is known as a "pitch" which can accommodate several caravans belonging to an individual family. The plan must make provision for pitches. The number of caravans can be considered comparable to the number of bedrooms in a house.
- 2.14 At 2006 there were 203 authorised permanent residential pitches in the district. The highest concentrations of permanent authorised sites are in the Chesterton Fen Road area of Milton parish, and Smithy Fen, Cottenham. There are a number of small sites located around the district, including in Rampton, Willingham, Meldreth, and Histon.
- 2.15 As part of the permanent Gypsy and Traveller provision, the council operates two sites within the district – at Blackwell, Milton and New Farm, Whaddon. Both sites are currently at full capacity with 15 and 14 pitches occupied respectively. However at Blackwell there is wide dissatisfaction with its suitability as a permanent Gypsy and Traveller residential site due to its location adjacent the A14.
- 2.16 In July 2005 SCDC recorded 183 caravans on unauthorised sites, at that time the second highest number of caravans on unauthorised sites in the country. As well as taking planning enforcement action where appropriate, the council granted a number of temporary planning consents as an interim measure prior to completion of the GTDPD and the East of England Plan single-issue review. This has dramatically reduced the number of caravans on sites without either permanent or temporary planning consent, to 29 in January 2009.
- 2.17 Most of the remaining unauthorised caravans are located on Gypsy-owned land without planning permission, usually near authorised Gypsy-owned sites. The largest concentration of unauthorised sites is located in Cottenham. Unauthorised encampments also occur on highway verge land or on privately owned land where Gypsies and Travellers are passing through or have been displaced from other accommodation.
- 2.18 There are two existing Travelling Showpeople sites in the district, both located near Meldreth.

### 3. VISION AND OBJECTIVES

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

3.2 The following vision is proposed for the GTDPD:

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

**QUESTION Q1:  
Do you agree with the vision?**

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

3.4 The following objectives are proposed:

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

**QUESTION Q2:  
Do you agree with the objectives of the plan? Should alternative objectives be used?**

## **4. REQUIREMENT FOR NEW SITES FOR GYPSIES AND TRAVELLERS**

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



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

**Table 1: Gypsy and Traveller Pitch Requirements**

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

## **5. POTENTIAL SOURCES OF LAND FOR NEW SITES**

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

### **SITES SUGGESTED THROUGH PUBLIC CONSULTATION**

- 5.5 Government guidance PPS12: Local Development Frameworks makes clear that all those who wish land to be allocated for development should ensure that their sites are brought forward early in the plan making process so that they can be considered by the local planning authority. An opportunity was given during the consultation stage of Issues and Options Report 1 for the public to come forward with potential sites for Gypsy and

Traveller pitches. The only site suggested was at Chesterton Fen Road Milton, and this has been subject to testing (Site R14).

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

### **REVIEW OF EXISTING AUTHORISED SITES**

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

### **LAND WITH TEMPORARY PLANNING PERMISSION AS GYPSY AND TRAVELLER SITES**

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

### **CURRENTLY UNAUTHORISED GYPSY AND TRAVELLER SITES**

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

## **FORMER COUNCIL RUN TRAVELLERS SITES**

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

## **LAND IN PUBLIC OWNERSHIP**

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

## **MAJOR DEVELOPMENTS**

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

### **QUESTION Q3:**

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

## 6. THE APPROACH TO SITE TESTING

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

### THE THREE TIERED SITE ASSESSMENT PROCESS

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

6.3 The three-tiers are as follows:

**Tier 1:** Location & Key Constraints

**Tier 2:** Infrastructure

**Tier 3:** Impact, Access and Deliverability

#### **Tier 1: Location & Key Constraints**

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

#### Access to services and facilities

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

settlements in the district to aid the identification of new sites. A map illustrating these areas is included at the end of Section 6.

#### Valued areas and constraints

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

#### The Green Belt

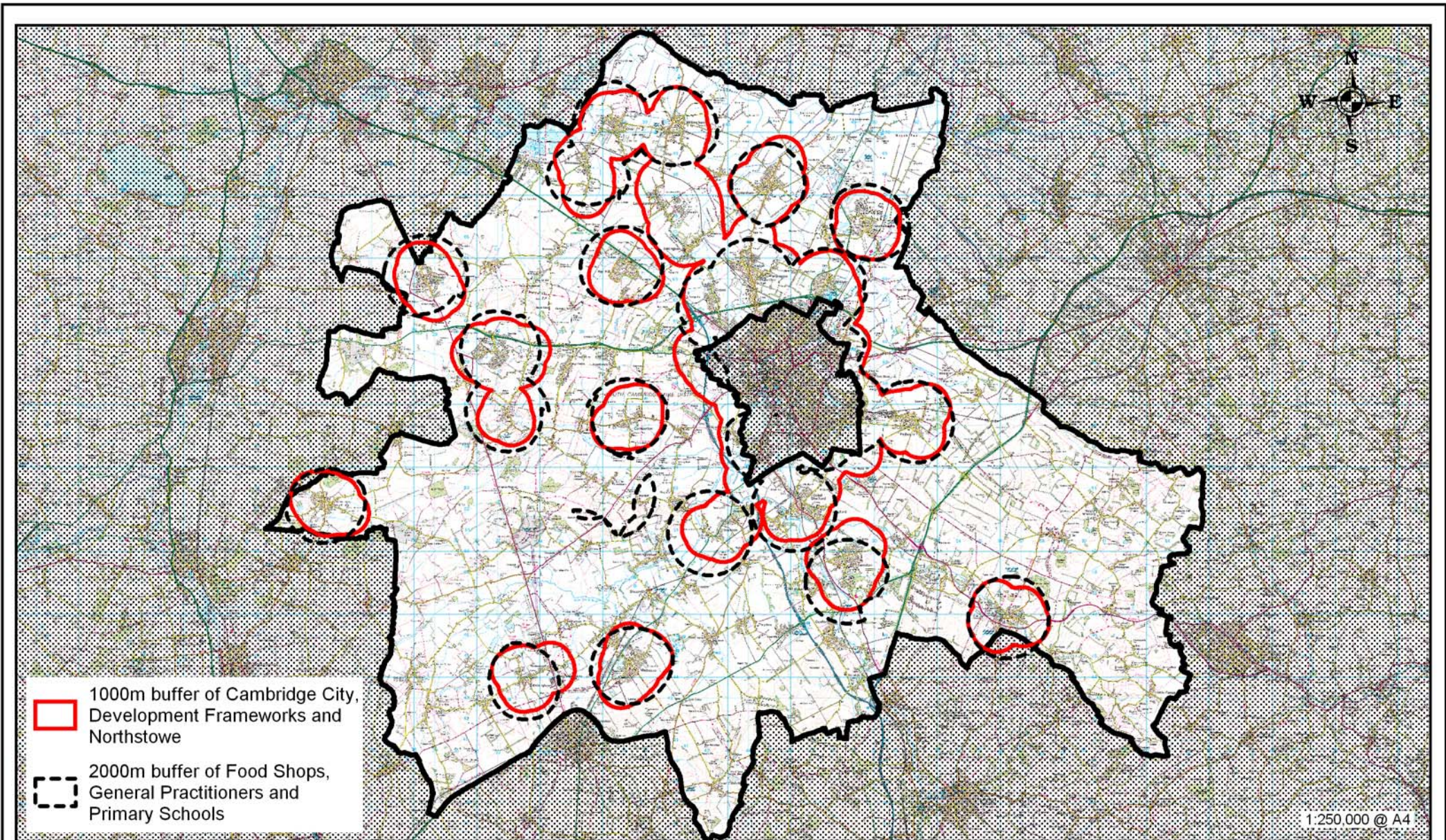
- 6.7 Gypsy and Traveller sites in the Green Belt are normally inappropriate development. Alternatives should be explored before Green Belt locations are considered. As a matter of principle, no new sites will be identified in the Green Belt, unless the assessment process demonstrates that there are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

#### **Tier 2: Infrastructure**

- 6.10 Tier 2 includes a series of tests with regard to infrastructure to serve a site. Sites need to have appropriate road access, as well as safe walking and cycling access to the nearest centre, and access to public transport. They also need access to basic infrastructure, such as water and electricity supplies. Services and facilities need to be available in the wider area to serve the site, and should be capable of doing this without having a detrimental impact on existing service provision. Particular consideration is given to school and medical facilities.
- 6.11 Sites that passed the Tier 2 assessment were then subject to testing under Tier 3. Sites that fail tier 2 were rejected, as they do not provide reasonable options.

### **Tier 3: Impact, Access, and Deliverability**

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



## Map Showing Areas of Search for Gypsy and Traveller Site Options



## 7. SITE OPTIONS FOR CONSULTATION

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

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

**Table 2: Site Options for consultation**

Site Number	Source	Location	Address	Number of Pitches	Potential Delivery
1	Temporary Consent	Edge of Cambridge	Sandy Park, Chesterton Fen Road	28	By 2016
2	Temporary Consent	Edge of Cambridge	Plots 1, 3 & 5 Sandy Park, Chesterton Fen Road	17	By 2016
3	Major Development	Edge of Cambridge	Cambridge East	20	By 2016 or 2016-21
4	Major Development	Edge of Cambridge	North West Cambridge – Land between Huntingdon Road and Histon Road	10	By 2016
5	Major Development	Edge of Cambridge	North West Cambridge – Land between Madingley Road and Huntingdon Road (University Site)	10	2016-21
6	Major Development	Northstowe	Northstowe	20	By 2016 or 2016-21
7	Major Development	Cambourne	Cambourne	10	By 2016
8	Major Development	Fulbourn	Ida Darwin Hospital	5	By 2016
9	Temporary Consent	Willingham	Grange Park, Foxes Meadow, Iram Drove (off Priest Lane)	1	By 2016
10	Temporary Consent	Willingham	Plots 1 & 2 Cadwin Lane, Schole Road	2	By 2016
11	New Site – Private Land	Willingham	Plots 3 & 4 Cadwin Lane, Schole Road	2	By 2016
12	Temporary Consent	Willingham	Plots 5 & 6 Cadwin Lane, Schole Road	2	By 2016
13	Temporary Consent	Willingham	Land to rear of Long Acre and Green Acres, Meadow Road	3	By 2016
14	New Site – Private Land	Willingham	Land to rear of Longacre, Meadow Road (1)	1	By 2016
15	Unauthorised	Willingham	Land to rear of Longacre, Meadow Road (2)	1	By 2016
16	Temporary Consent	Willingham	Site of storage/agricultural buildings east of Long Acre, Meadow Road	1	By 2016
17	Temporary Consent	Willingham	The Oaks, Meadow Road	1	By 2016
18	New Site – Publicly Owned Land	Bassingbourn	Land at Spring Lane	5	By 2016
19	Temporary Consent	Swavesey	Rose & Crown Road	8	By 2016
20	Expansion of Existing Site	Whaddon	New Farm, Old North Road	2	By 2016
		<b>TOTAL</b>		<b>149</b>	

## Rejected Options

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

## SITE OPTIONS

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



#### SITE 1 - SANDY PARK, CHESTERTON FEN ROAD, CAMBRIDGE

**Site Size:** 28 Pitches

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

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

Gypsy and Traveller pitches represent inappropriate development in the Green Belt. As this is an existing site in the Green Belt (which currently has temporary planning consent), it can therefore be delivered. It is a reasonable approach to consider whether there are exceptional circumstances to justify the allocation of the site as a permanent Gypsy and Traveller site. The site does impact on the openness of the

Green Belt, but has a low impact on the wider landscape due to being partly enclosed to the north and by the railway to the west. There is an established need for additional Gypsy and Traveller sites. This site on the edge of Cambridge is in a relatively sustainable location in terms of being located at the top of the settlement hierarchy. It adjoins the existing area of Gypsy and Traveller pitches identified as suitable for further Gypsy and Traveller development in the Local Plan 2004. There may therefore be exceptional circumstances to justify an allocation.

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

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

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

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

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

#### **Conclusion:**

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

## **SITE 2 - PLOTS 1, 3 & 5 SANDY PARK, CHESTERTON FEN ROAD, CAMBRIDGE**

**Site Size:** 17 Pitches

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

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

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

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

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

The site is relatively small to accommodate 19 pitches. The current layout means that each pitch comprises a mobile home and a parking space, with little differentiation between individual pitches. If the site were allocated for a permanent site, it would be appropriate to make provision for Children's Playspace on site. This would reduce the capacity of the site to 17 pitches in the current format.

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

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

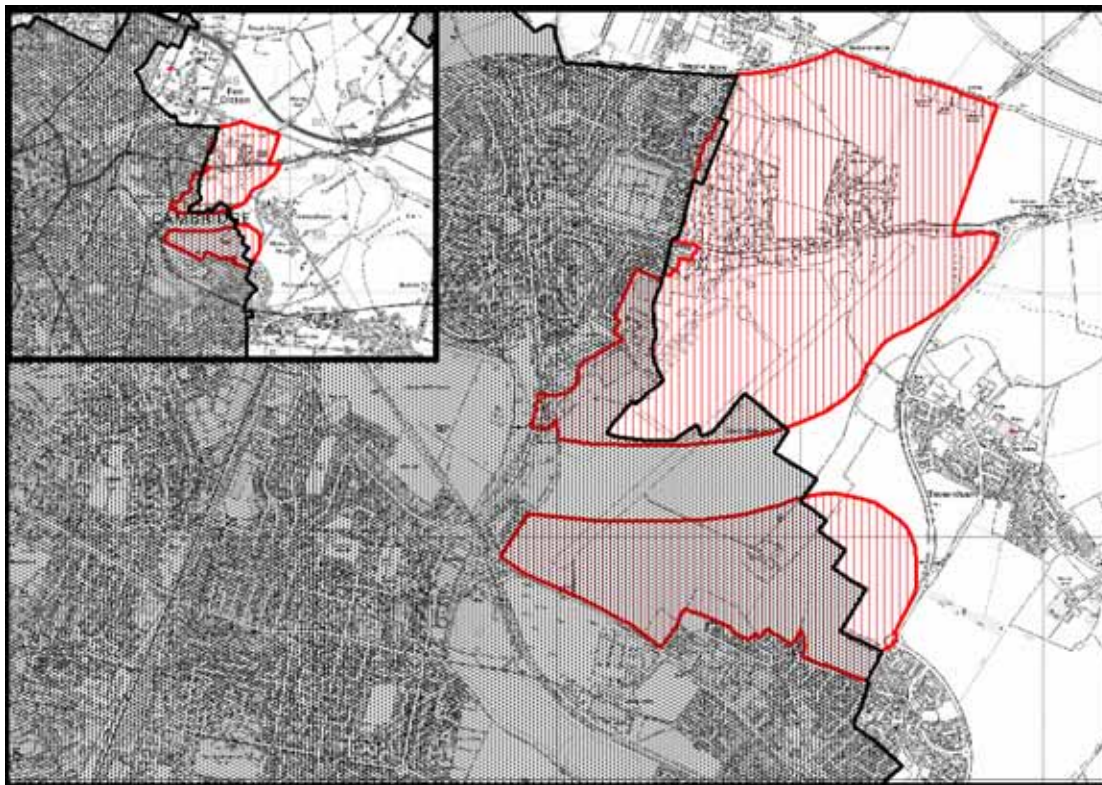
**Summary of Sustainability Appraisal:** The site is a greenfield site within the Green Belt and is fairly isolated from public transport and facilities/amenities. However, Chesterton Fen area is on the edge of Cambridge, which has a full range of services and facilities, and so reliance on making long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

**Conclusion:**

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



### SITE 3 – CAMBRIDGE EAST



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

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

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

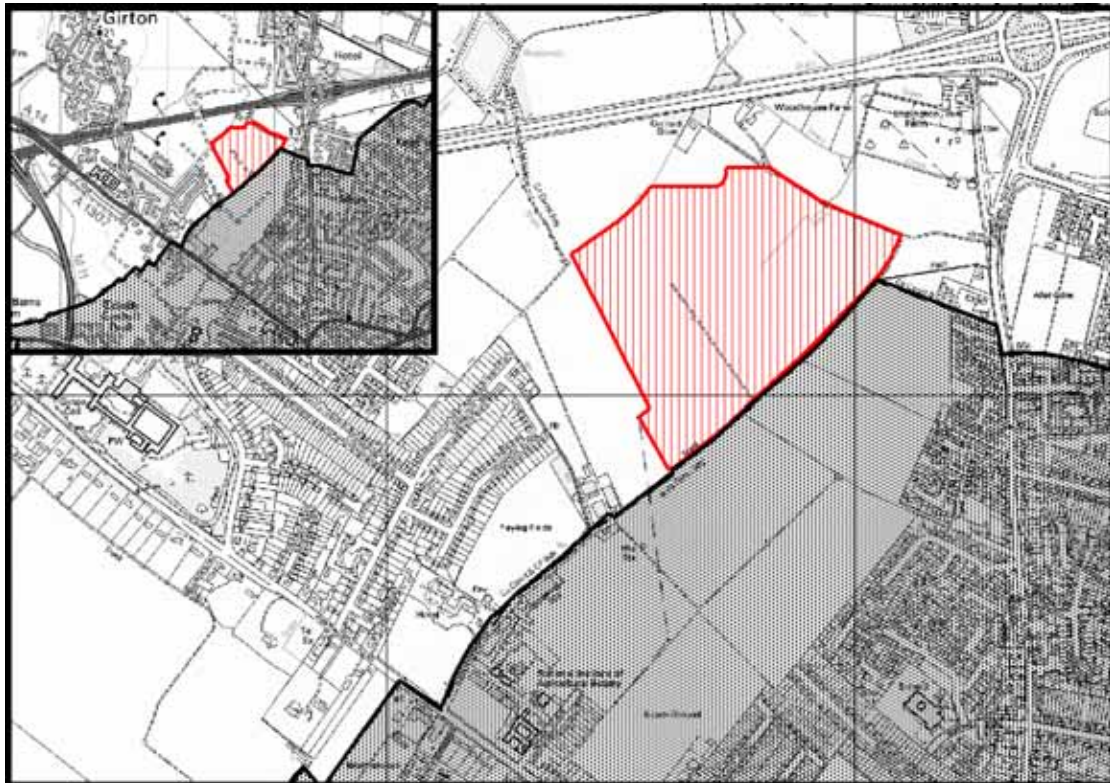
Given the scale of the urban extension in South Cambridgeshire the site option put forward is based on 2 typical sites of 10 pitches. If a site were also sought within Cambridge City capacity would need to be considered, and it may be appropriate to seek a lower level of provision in South Cambridgeshire.

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

**Conclusion:**

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

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



**Site Size:** 10 Pitches

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

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

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

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

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

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

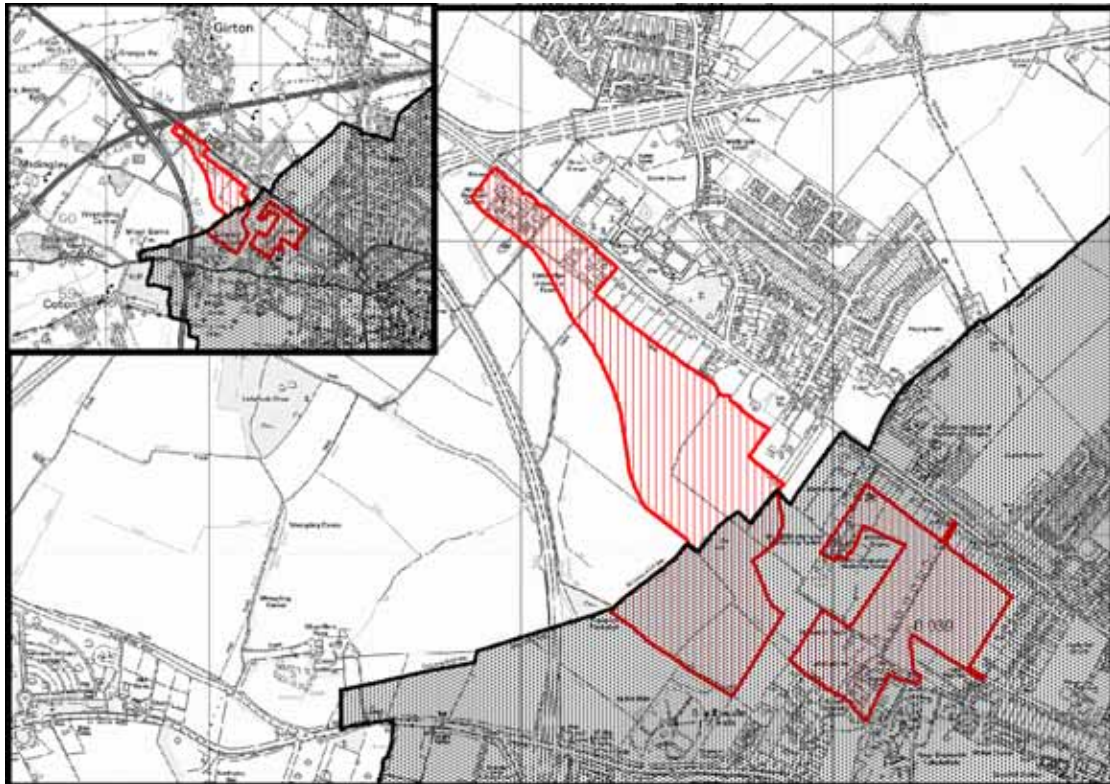
*Note: It is hoped to receive the Inspectors' binding report by the end of June 2009. If it is received in time for its conclusions to be incorporated before the consultation documents are finalised, the assessment will be updated according to the Inspectors' conclusions.*

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

**Conclusion:**

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

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



**Site Size:** 10 Pitches

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

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

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

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

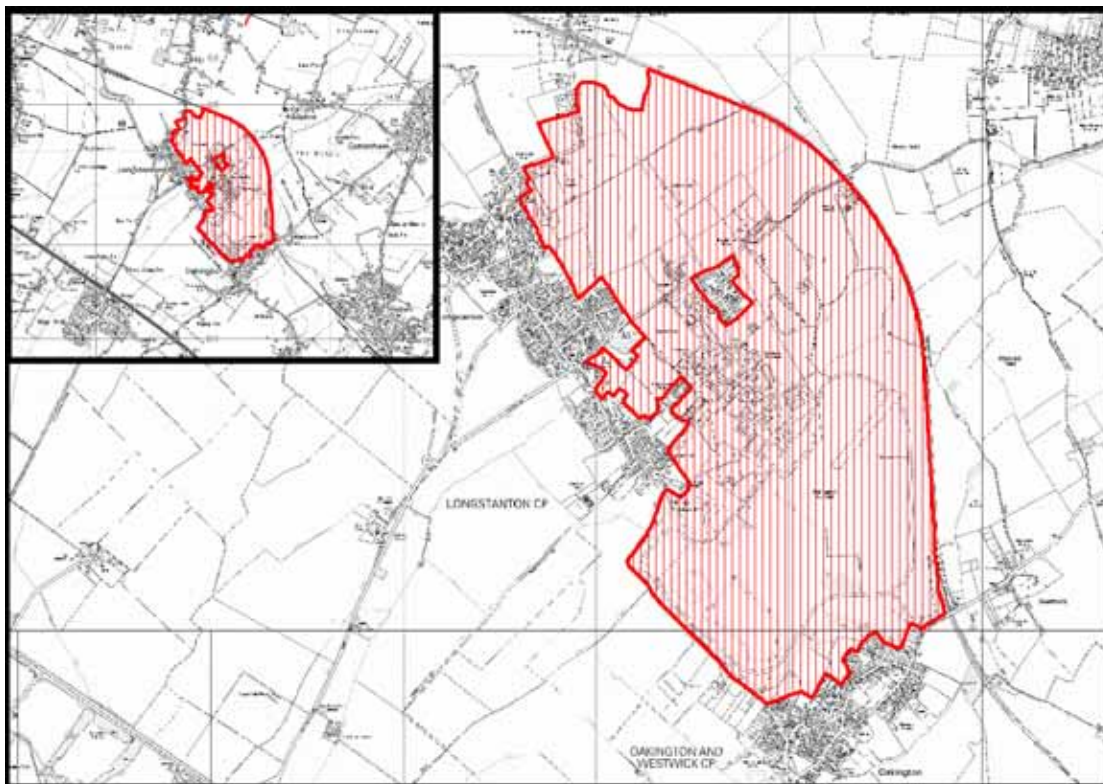
A site within this major development could potentially have good access to the services and facilities of the development, and the wider City of Cambridge. However, as the site adjoins the Green Belt, it would not be appropriate for the Gypsy and Traveller site to be located outside the major development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

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

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

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

## SITE 6 – NORTHSTOWE



**Site Size:** 20 Pitches

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

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

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

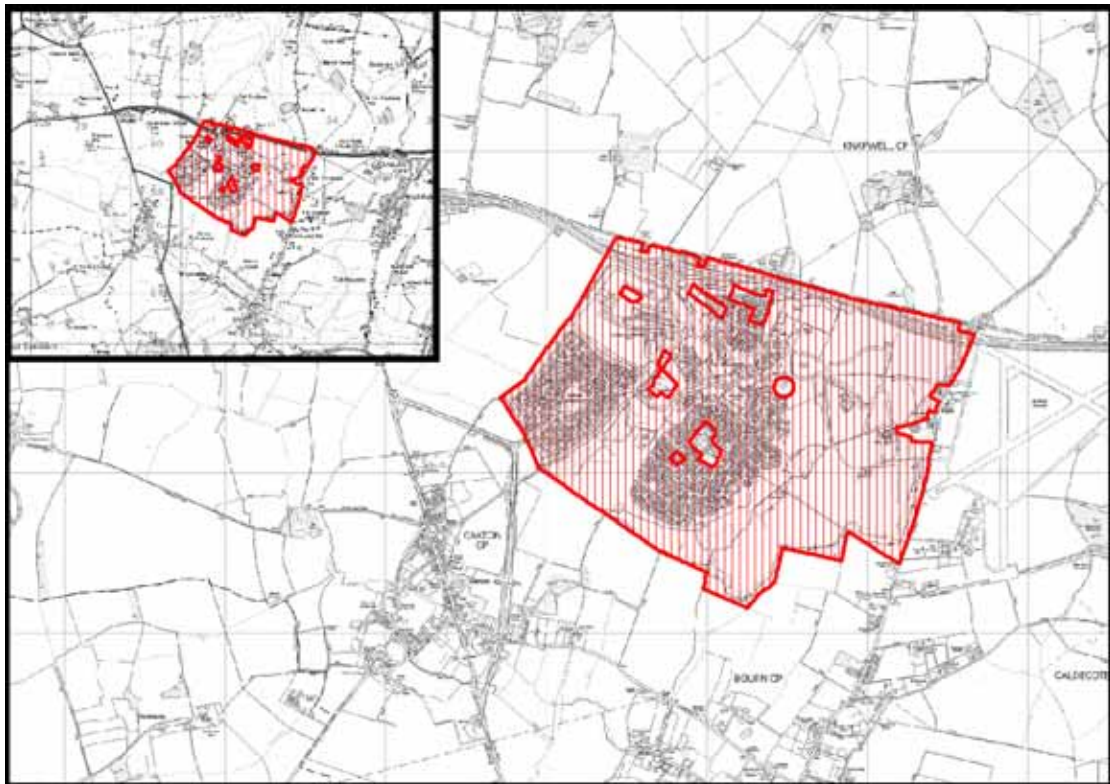
Given the scale of the new town the option put forward is based on two typical sites of 10 pitches.

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

**Conclusion:**

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

**SITE 7 – CAMBOURNE**



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

**Summary of Assessment:** The new village of Cambourne is under construction west of Cambridge. There are already over 2,000 dwellings completed in the village along with a range of services and facilities. Cambourne was originally anticipated to provide approximately 3,300 dwellings. Changes to government policy now require higher minimum densities from new development to make more efficient use of land. A planning application to increase the capacity by 950 dwellings was submitted in August 2007. The majority of the areas that remain undeveloped are in Great and



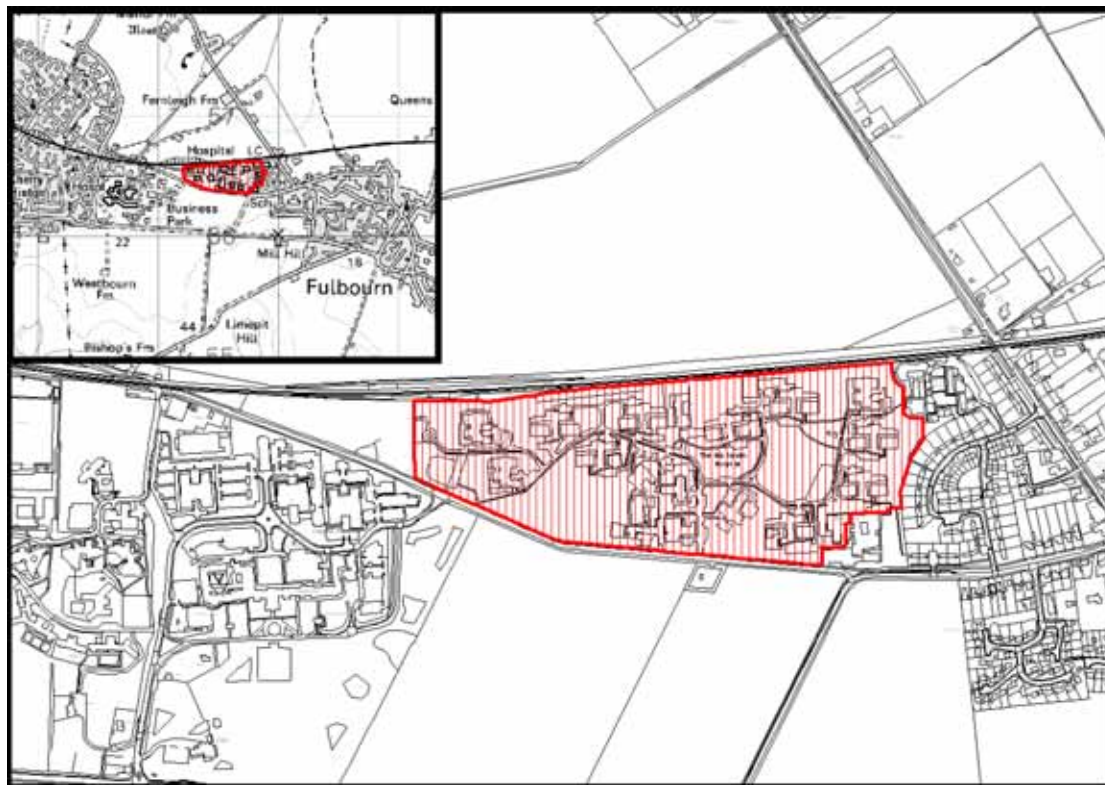
Upper Cambourne on the east side of the village. The principle of provision at major developments is emphasised in national and emerging regional guidance and the site assessment identifies the suitability of this site. A site within or close to the edge of Cambourne could potentially have good access to the services and facilities of the village. Design and impact, and access to services and facilities will depend to a great extent on masterplanning, and how the sites are located within or close to the edge of the development. Appropriate design could be used to integrate a site with the development whilst providing a location that meets the needs of the Gypsy and Traveller community.

**Summary of Sustainability Appraisal:** Many of the effects are unlikely to be significant as the site falls within the wider Cambourne Major Development Site, which is currently under construction. However, it is likely that there will be benefits in relation to access to facilities and amenities as additional facilities will be provided as part of the wider development. Cambourne is a considerable distance from Cambridge, and if it is accepted that Gypsies and Travellers are less likely to use public transport then it can be seen that car dependency from this site could be high.

**Conclusion:**

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

## SITE 8 – IDA DARWIN HOSPITAL SITE, FULBOURN



**Site Size:** 5 Pitches

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

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

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

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

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

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

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

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

## SITES 9 TO 17 - WILLINGHAM

Currently at Willingham there are:

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

The following site options are identified for consultation:

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

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

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



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

**Site Size:** 1 Pitch

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

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

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

**Conclusion:**

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

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

**Site Size:** 2 Pitches

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

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

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

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

### **Conclusion:**

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

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

**Site Size:** 2 Pitches

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

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

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

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

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

### **Conclusion:**

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

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

**Site Size:** 2 Pitches

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

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

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

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

### **Conclusion:**

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



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

**Site Size:** 3 Pitches

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

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

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

### **Conclusion:**

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

## **SITE 14 – LAND TO REAR OF LONGACRE, MEADOW ROAD (1), WILLINGHAM**

**Site Size:** 1 Pitch

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

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

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

### **Conclusion:**

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

## **SITE 15 – LAND TO REAR OF LONGARCE, MEADOW ROAD (2), WILLINGHAM**

**Site Size:** 1 Pitch

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

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

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

### **Conclusion:**

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

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

**Site Size:** 1 Pitch

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

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

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

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

### **Conclusion:**

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

## **SITE 17 – THE OAKS, MEADOW ROAD, WILLINGHAM**

**Site Size:** 1 Pitch

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

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

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

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

### **Conclusion:**

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

## SITE 18 - LAND AT SPRING LANE, BASSINGBOURN



**Site Size:** 5 Pitches

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

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

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

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

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

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

**Conclusion:**

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

## SITE 19 – ROSE & CROWN ROAD, SWAVESEY



**Site Size:** 8 Pitches

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

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

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

**Summary of Sustainability Appraisal:** The site is in an open position and can be seen over long distances, appearing as an 'island' in the open landscape. Facilities



in Swavesey are located some distance from the site and this has the potential to reduce any benefits. Furthermore, the site is isolated from a higher order settlement, and so dependency on the private car for longer journeys could be relatively high.

**Conclusion:**

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

## SITE 20 - NEW FARM, OLD NORTH ROAD, WHADDON



**Site Size:** 2 Pitches

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

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

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

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