

8. TRANSIT PITCH PROVISION

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

TRANSIT SITE OPTION - SITE 21 – BLACKWELL SITE, CAMBRIDGE



Site Size: 10 Transit Pitches

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

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

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

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

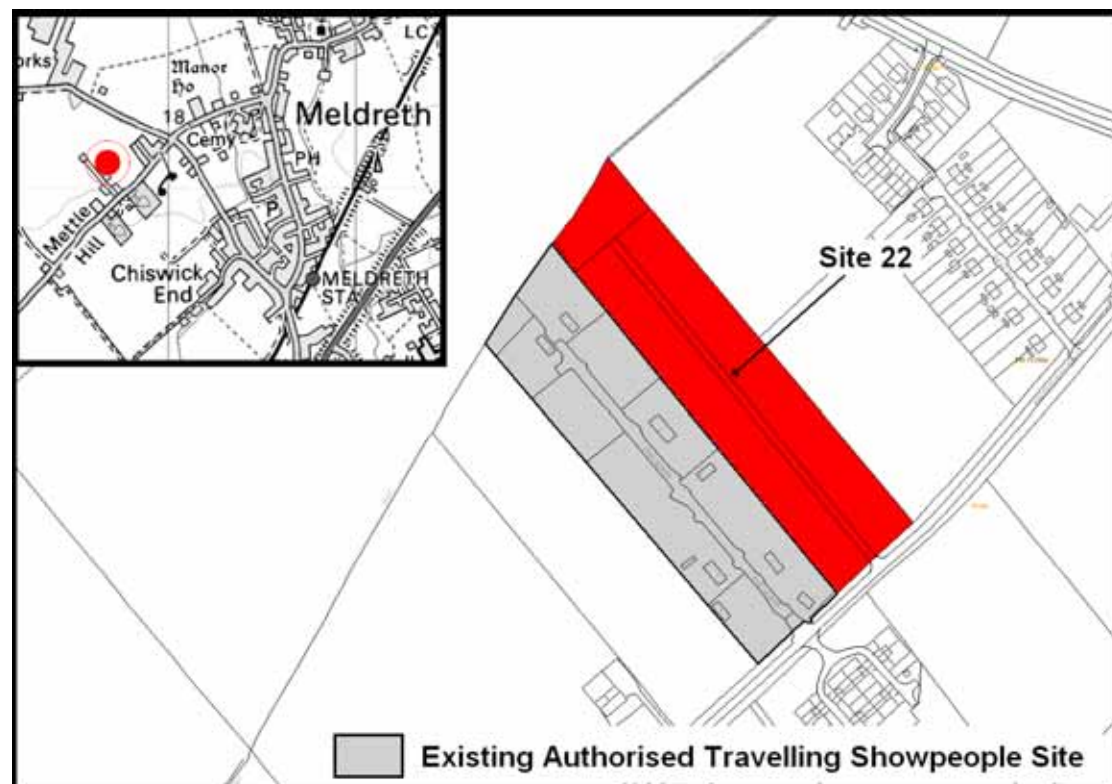
Summary of Sustainability Appraisal: There is the potential for benefits in relation to this site on the edge of Cambridge to access to facilities and amenities as the site has good access to public transport services including the guided bus providing services to Addenbrookes. Furthermore, there is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

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

9. TRAVELLING SHOWPEOPLE PROVISION

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

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



Site Size: 6 Additional Plots

Summary of Assessment: The site is located in the rural area outside the Group village of Meldreth. It has existing consent as Travelling Showpeople's site, providing a maximum of 11 plots. As these have already been developed not using the whole site area there is potential within the site area to accommodate additional plots. There are issues with the location that do not perform well against the criteria. The nearest Doctors surgery is in Melbourn, around 3km from the site. There is also no footway along Kneesworth Road to the village. There are already a total of 21 Showpeople plots in this area. However, as it is an existing site, many infrastructure issues have already been resolved. The existing site is already screened by large hedges, and the impact on the landscape of additional plots would be minimal. The education needs of additional plots could be met locally. It is a suitable site option for consultation.

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

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

10. GYPSY AND TRAVELLER SITES IN THE GREEN BELT

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

OPTION OPT1:

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

REJECTED OPTION OPT2:

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

EDGE OF CAMBRIDGE - CHESTERTON FEN ROAD

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

OPTION OPT3:

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

REJECTED OPTION OPT4:

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

11. GYPSY AND TRAVELLER SITES AT MAJOR DEVELOPMENT SITES

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

TENURE OF GYPSY AND TRAVELLER PROVISION AT MAJOR DEVELOPMENTS

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

Question Q3:

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

LOCATING GYPSY AND TRAVELLER SITES AT MAJOR DEVELOPMENTS

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

OPTION OPT5:

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

DESIGNING GYPSY AND TRAVELLER SITES AT MAJOR DEVELOPMENTS

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

OPTION OPT6:

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

- 1) The site should be located within or on the edge of, but closely related to, the Major Development. Sites in the Green Belt would not be appropriate, unless exceptional circumstances can be demonstrated at the masterplanning and planning application stage.**
- 2) The location should provide good access to the services and facilities of the development.**

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

THE SIZE OF SITES AT MAJOR DEVELOPMENTS

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

OPTION OPT7:

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

TIMING OF DELIVERY OF NEW SITES AT MAJOR DEVELOPMENTS

- 11.13 Most of the major developments identified as options are still at the planning stage, and will take a number of years before they mature into areas with a full range of services and facilities.

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

OPTION OPT8:

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

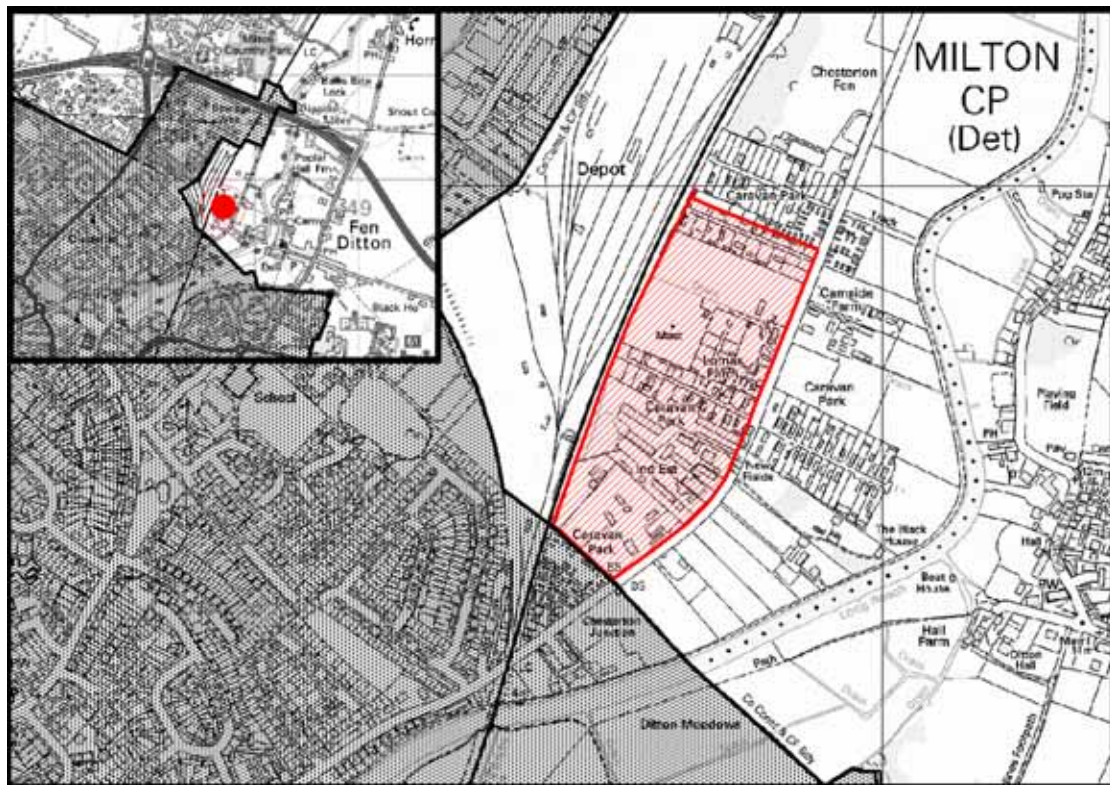
OPTION OPT9:

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

12. EXISTING GYPSY AND TRAVELLER POLICIES IN SOUTH CAMBRIDGESHIRE

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

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



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

OPTION OPT10:

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

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

13. POLICIES FOR CONSIDERING PLANNING APPLICATIONS

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

DRAFT POLICY REGARDING WINDFALL SITES ON UNALLOCATED LAND OUTSIDE DEVELOPMENT FRAMEWORKS

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

**OPTION OPT12:
THE GTDPD SHOULD INCLUDE THE FOLLOWING POLICY
REGARDING SITES FOR GYPSIES, TRAVELLERS AND TRAVELLING
SHOWPEOPLE ON UNALLOCATED LAND OUTSIDE DEVELOPMENT
FRAMEWORKS:**

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

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

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

8) The site location would avoid adverse impact on existing or proposed public rights of way and would not detract from their convenient, safe and enjoyable use;

9) Sites for Travelling Showpeople must also be suitable for the storage, maintenance and testing of large items of mobile equipment.

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

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

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

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

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

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

The policy excludes land in the Green Belt. PPG2: Green Belts establishes a presumption against inappropriate development in the Green Belt, unless there are very special circumstances and the harm caused is outweighed by other considerations. Inappropriate development is defined in section 3 (of PPG2) and includes Gypsy and Traveller development. If future need arises for affordable sites, which cannot be met outside the Green Belt, consideration of Gypsy and Traveller caravan site provision in the Green Belt will be treated in accordance with the

approach to affordable housing exceptions sites (Development Control Policies Policy HG/5).

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

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

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

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

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

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

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

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

**OPTION OPT13:
THE GTDPD SHOULD INCLUDE A POLICY REGARDING DESIGN OF GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE SITES.**

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

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

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

- 7) A utility building, of appropriate scale and design for the location, is included on each pitch, together with an amenity area, appropriate hard standing for a trailer, touring caravan and other vehicle;**
- 8) A communal recreation area is provided for children for all larger sites, and on smaller sites where suitable provision is not available within walking distance on a safe route or using easily accessible public transport;**
- 9) Small stables will be considered on their merits depending upon the nature of the site.**

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

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

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

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

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

water, pollution of local ditches, watercourses or sites of biodiversity importance.

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

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

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

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

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

14. MONITORING

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

14.2 Three relevant indicators are already monitored through the AMR:

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

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

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

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

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

OPTION OPT14:

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

APPENDIX A. REJECTED OPTIONS

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

Table A1: Rejected Options

Site Number	Source	Location	Address	Number of Pitches (where existing)
R1	County Council Land	Bassingbourn	Land at Bassingbourn Road	
R2	County Council Land	Bassingbourn	Land on The Causeway	
R3	County Council Land	Bassingbourn	Land at South End	
R4	County Council Land	Cottenham	Land fronting Long Drove	
R5	County Council Land	Cottenham	Land fronting Rampton Road north of Ramphill Farm Cottenham	
R6	County Council Land	Cottenham	Land fronting Rampton Road south of Ramphill Farm Cottenham	
R7	County Council Land	Cottenham	Land fronting Twenty Pence Road	
R8	County Council Land	Cottenham	Land fronting Twenty Pence Road	
R9	Unauthorised Site	Cottenham	Smithy Fen	
R10	Temporary Consent	Harston	Button End	1
R11	County Council Land	Histon	Land south of Manor Park	
R12	Former Public site	Meldreth	Former Local Authority Site, Kneesworth Road	15
R13	Unauthorised Site	Milton	Camside Farm, Chesterton Fen Road	1

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

SITE R1 - LAND AT BASSINGBOURN ROAD, BASSINGBOURN / LITLINGTON



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

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

SITE R2 – LAND ON THE CAUSEWAY, BASSINGBOURN



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

SITE R3 – LAND AT SOUTH END, BASSINGBOURN



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

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

SITE R4 – LAND FRONTING LONG DROVE COTTENHAM



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

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

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

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



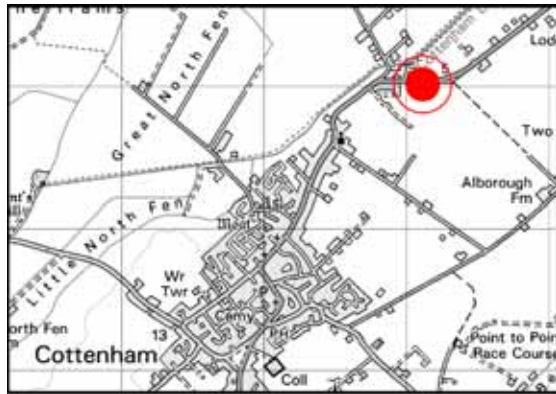
Reasons for Rejection: The area is made up of agricultural land, mid-way between Cottenham and Rampton. An area of community woodland is situated to the north of the site. To the south east there is further open land before a collection of agricultural buildings, and the residential development of the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

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



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

SITE R7 – LAND FRONTING TWENTY PENCE ROAD, COTTENHAM



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

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

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

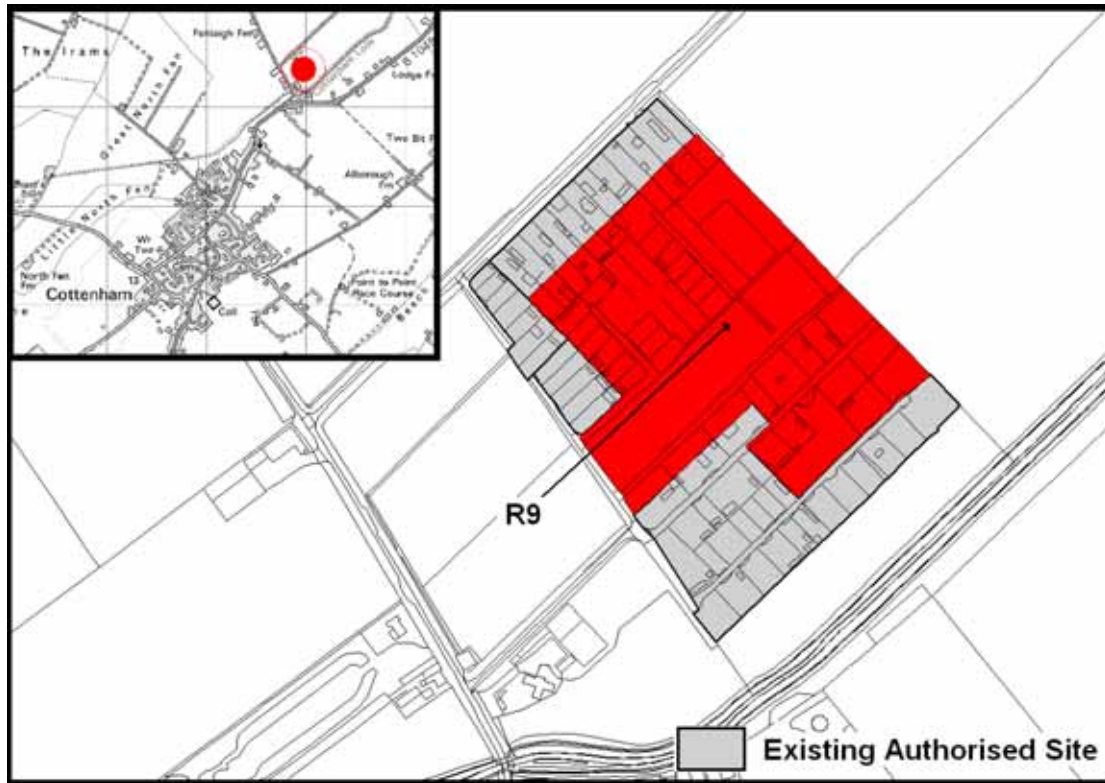
SITE R8 – LAND FRONTING TWENTY PENCE ROAD, COTTENHAM



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

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

SITE R9 – SMITHY FEN, COTTENHAM



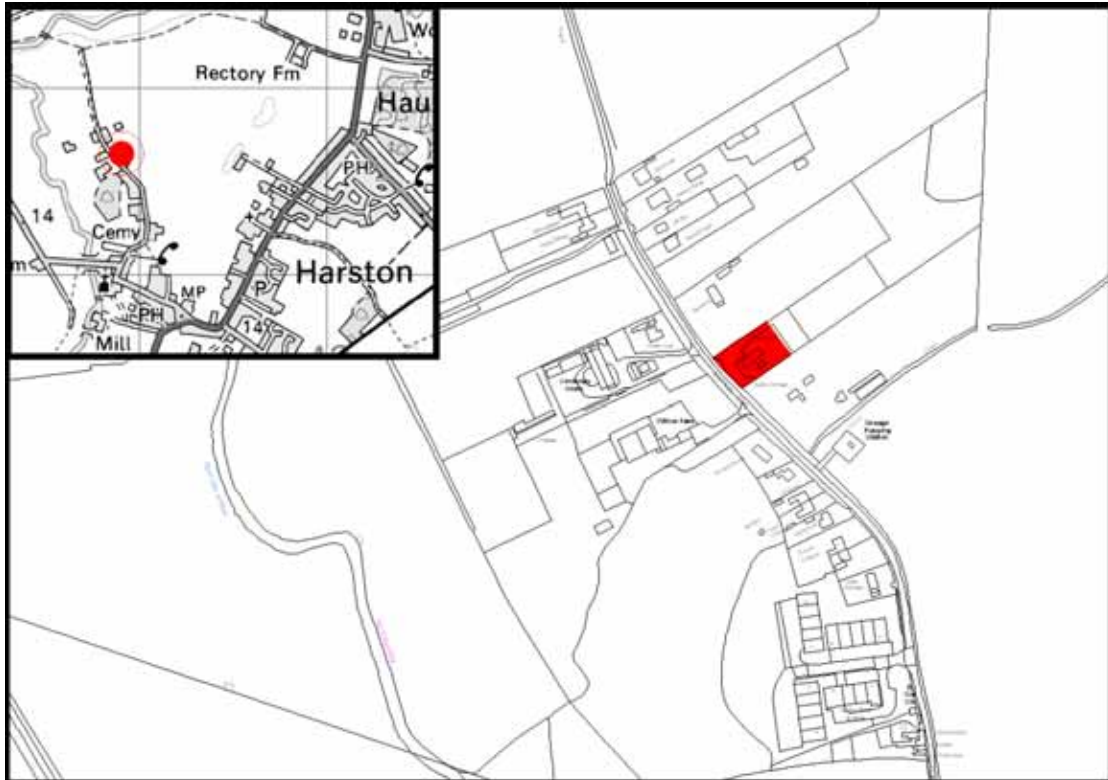
Site Size: 1 to 30 Pitches

Reasons for Rejection: Smithy Fen is located in the countryside to the northeast of Cottenham. It comprises 37 authorised pitches, with an area in between that has been used as unauthorised pitches. The allocation of the site as a whole could result in a development of over 100 pitches, which has previously been demonstrated as inappropriate through the planning application and appeals process. The assessment confirms that the site does not provide a suitable site option for consultation against the site assessment criteria.

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

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

SITE R10 - BUTTON END, HARSTON



Site Size: 1 Pitch

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

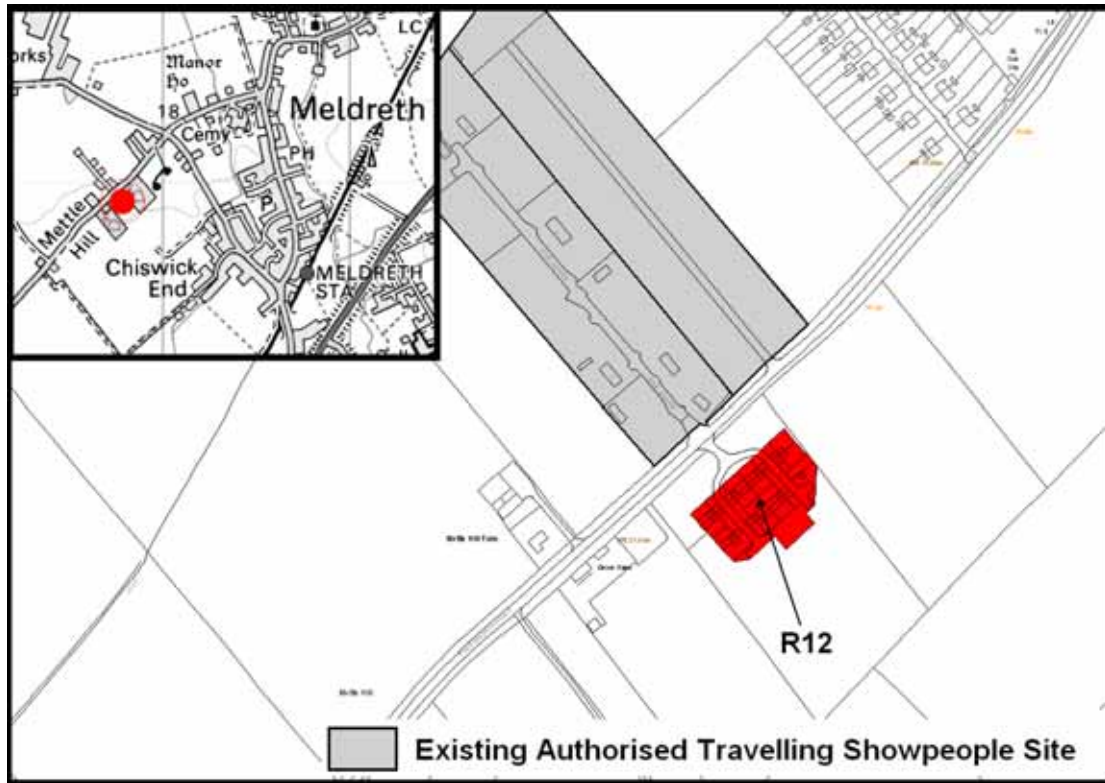
The site does impact on the openness of the Green Belt, although this impact is relatively small due to the small scale and the landscaping that exists. Other alternative sites have been identified outside the Green Belt, and in the Green Belt where exceptional circumstances may exist. It is not considered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

SITE R11 – LAND SOUTH OF MANOR PARK, HISTON



Reasons for Rejection: Although the site is located at a Rural Centre and is not within the Green Belt, there are a number of issues that prevent it being considered as a reasonable option. It cannot be concluded at this stage that a site could be developed in a way that could overcome the issues of noise and odour created by surrounding industrial land uses. The site is also proposed for allocation in the Site Specifics DPD for recreation uses. It cannot be demonstrated that appropriate highways access is achievable or viable, as the site lies behind existing development.

SITE R12 – FORMER LOCAL AUTHORITY SITE, MELDRETH



Site Size: 15 Pitches

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

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

SITE R13 – CAMSIDE FARM, CHESTERTON FEN ROAD, MILTON



Site Size: 1 Pitch

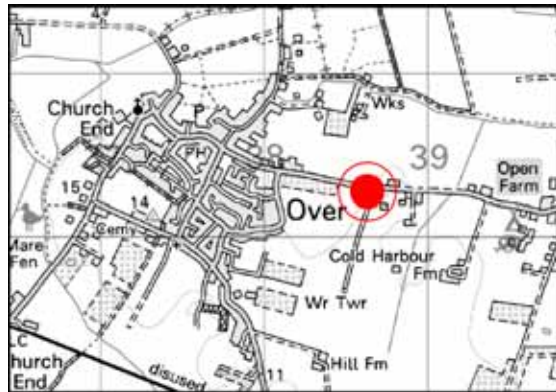
Reasons for Rejection: The site is relatively close to the services and facilities of Cambridge. However, it lies entirely within Flood Zone 3. The site lies in the Green Belt. Gypsy and Traveller Pitches represent inappropriate development in the Green Belt. It therefore would need to be considered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

SITE R14 – LAND WEST OF CHESTERTON FEN ROAD, MILTON



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

SITE R15 – LAND AT WILLINGHAM ROAD OVER

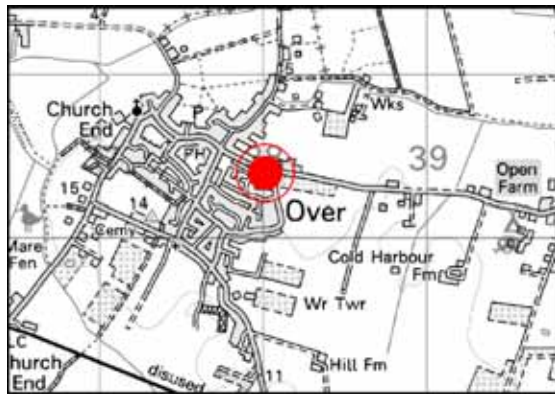


Reasons for Rejection: The site is reasonably accessible to the infrastructure of Over. However, there are concerns with regard to the impact on the historic environment sufficient for the County Council Archaeology Service to recommend rejection.

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

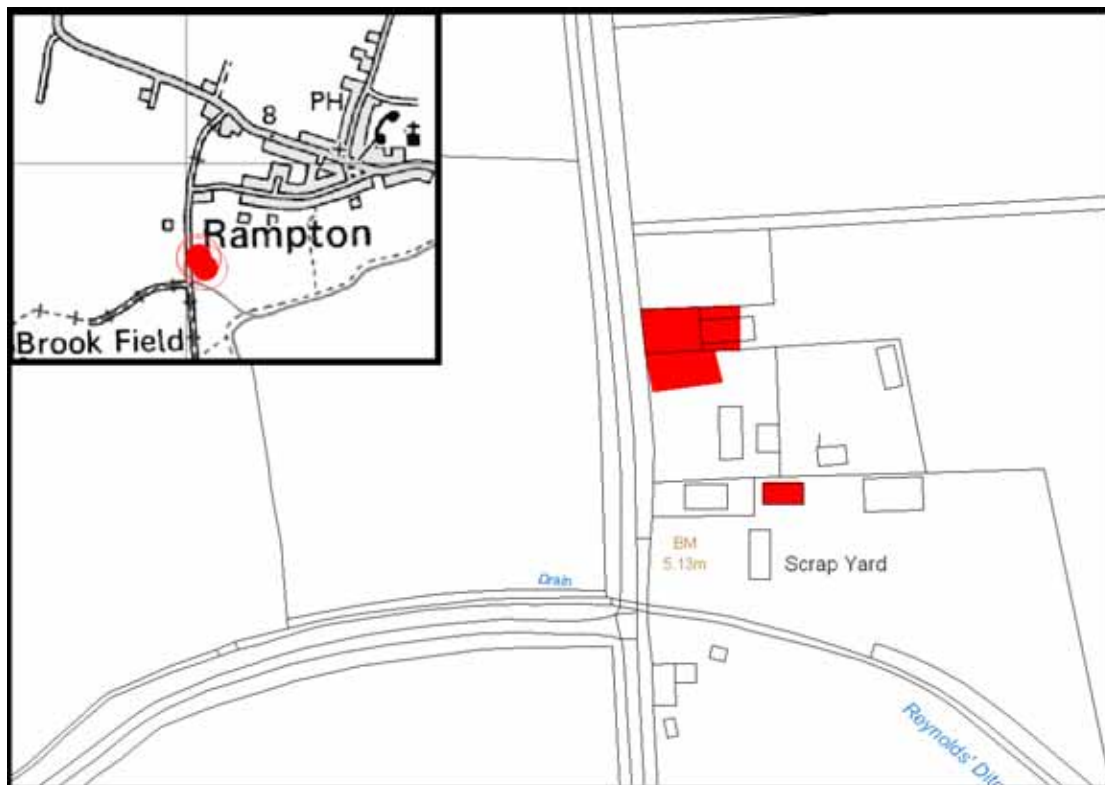
A development in this location would have a significant impact on the landscape and local character. A site would introduce built development to this area of very open land. The site is exposed and open and would be clearly visible from Willingham Road, the adjacent housing, the local farms and from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

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



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

SITE R17 – CUCKOO LANE RAMPTON



Site Size: 3 Pitches

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

SITE R18 – CUCKOO LANE, RAMPTON



Site Size: 1 Pitch

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

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



Site Size: 15 Pitches

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

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

SITE R20 – LAND AT RAMPTON ROAD WILLINGHAM



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

SITE R21 – 7 BELSARS FIELD, SCHOLE ROAD, WILLINGHAM



Site Size: 1 Pitch

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

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

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



Site Size: 1 Pitch

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

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