

Cambridge Local Plan – Toward 2031: Technical Background Document

Gypsy & Traveller Provision in Cambridge – Site Assessment

1. Introduction

- 1.1 Romany Gypsies and Irish Travellers are thought to make up Cambridgeshire's largest ethnic minority communities, and many families have ancestral links in Cambridge and the surrounding area which go back generations. Each of the two groups possesses a shared culture, language, belief, history and geographical origin.
- 1.2 Both groups are recognised as being subject to considerable disadvantage in relation to access to suitable accommodation, health, education, etc, and are often the victims of prejudice and discrimination. Gypsies and Travellers in Cambridgeshire, as nationally, are recognised as having lower life expectancy, poorer health outcomes and lower levels of educational achievement; and national research has consistently confirmed a link between lack of good quality sites and poor education and health.
- 1.3 There is a national shortage of authorised sites for Gypsies and Travellers. This has led to an increasing incidence of both unauthorised encampments and unauthorised development and has sometimes created tensions between Gypsies and Travellers and the settled community.
- 1.4 However, this has changed in recent years, with the housing needs of Gypsy and Traveller communities becoming more widely recognised in policy and promoted through a range of government initiatives. It is recognised that Gypsies and Travellers should have the same rights and responsibilities as every other citizen, and that everyone, including Gypsies and Travellers, should have the opportunity to live in a decent home.
- 1.5 Cambridge City Council has a commitment to be, 'A city which recognises and meets needs for housing **of all kinds** – close to jobs and neighbourhood facilities'. The Council is also committed, through a range of documents and activities, to promoting equality and diversity and eradicating discrimination and disadvantage.
- 1.6 The Council's Housing Strategy prioritises the development of planning policies and identification of suitable locations for sites, highlighting the equal importance of trying to meet the housing needs of Gypsies and Travellers as well as the settled community.

- 1.7 This document identifies the proposed criteria by which potential sites will be selected, as well as the site design principles to be followed and the process for identifying appropriate locations for sites in Cambridge. The Council will consult on any policies, through the review of the Local Plan, before they are adopted.
- 1.8 The criteria for assessing sites are based around accessibility to the site, access to local services, health and safety, and the provision of an acceptable living environment for the site's residents, the potential impact on the surrounding area, and the likelihood that necessary utilities (mains water, electricity etc) can be provided.
- 1.9 The site selection criteria are based on national policy and good practice guidance.

2. Background

- 2.1 This technical work has been undertaken by the Council to help inform the amount of land that may potentially be available for the provision of sites for Gypsies and Travellers over the years 2011 to 2031. It is a key part of the evidence base that the Council will use to feed into the review of the Local Plan.
- 2.2 The Assessment aims to identify sites with potential for Gypsy and Traveller provision. It looks at sites' potential for either permanent or transit / emergency stopping place use.
- 2.3 The Assessment forms part of the evidence base for the review of the Local Plan. It identifies and assesses potential land for Gypsy and Traveller provision, but it does not make decisions about which sites should be developed. Instead, the Assessment will be used to support decision-making about Gypsy and Traveller site provision and land allocations through the Local Plan review. It does not pre-judge the strategic or detailed approach that the plan will take. The information provided in the Assessment is not binding on any future recommendation that may be made by the Council through the planning process.
- 2.4 The Assessment is only one factor within the wider evidence base for the review of the Plan. It will be used in conjunction with, and alongside, other evidence including the Gypsy and Traveller Accommodation Needs Assessment 2011 (GTANA); the Strategic Housing Land Availability Assessment 2012 (SHLAA); Employment Land Review 2012 (ELR); Strategic Flood Risk Assessment 2012 (SFRA) and Strategic Housing Market Assessment 2008 (SHMA), and updates.
- 2.5 At the land allocation or planning application stage, any evidence from this document will be considered alongside these other background studies and any information gathered during pre-application discussions. The assessment itself does not represent a statement of Council policy; it is for the Local Plan Review to decide which sites are deliverable and should come forward for development. The inclusion of sites in the Gypsy and Traveller Site Assessment should not be taken to imply that they will be allocated for development, or that the Council will consider planning applications favourably.
- 2.6 This means that the identification of sites in this Assessment **does not** necessarily mean that they will be allocated for a Gypsy and Traveller site later on, or that sites will be granted planning permission.

3. Policy Context

National Policy Context

Housing Act 2004

- 3.1 The Housing Act 2004 requires local authorities to include Gypsies and Travellers in their accommodation assessments and to take a strategic approach, including drawing up a strategy demonstrating how the accommodation needs of Gypsies and Travellers will be met, as part of their wider housing strategies.

New Policy – Planning policy for traveller sites

- 3.2 In March 2012, the Government adopted the National Planning Policy Framework and a new planning policy for traveller sites, the planning policy for traveller sites replaced Circulars 01/2006 & 04/2007. This policy aims to ensure local authorities:

- Make their own assessment of need for the purposes of planning;
- Develop fair and inclusive strategies to meet need through the identification of land for sites;
- Plan for sites over a reasonable timescale;
- Protect Green Belt from inappropriate development;
- Promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites;
- Reduce the number of unauthorised developments and encampments and make enforcement more effective;
- Ensure that their Local Plan includes fair, realistic and inclusive policies;
- Increase the number of traveller sites in appropriate locations with planning permission, to address under-provision and maintain an appropriate level of supply;
- Reduce tensions between settled and traveller communities;
- Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure; and
- Have due regard to the protection of local amenity and local environment.

Circular 01/2006 – Planning for Gypsy and Traveller Caravan Sites

- 3.3 This circular has now been cancelled.
- 3.4 This provided guidance on the need to undertake a Gypsy Traveller Accommodation Needs Assessment (GTANA) whereby local authorities are required to assess need and identify pitch requirements for their area. The outcome of the local GTANA is fed through to the regional planning body and into the Regional Spatial Strategy, which then allocates pitch numbers to be matched with a process of identifying specific sites in the local Development Plan Documents (DPDs). The Circular stated that authorities must allocate a suitable

amount of pitches to meet need and sets out a broad set of criteria to be taken into account when allocating sites.

3.5 Specifically the Circular said: “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 required will be made available for a Gypsy and Traveller site, and timescales for provision”.

3.6 Circular 01/2006 also set out a clear definition of Gypsies and Travellers: “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”.

Circular 04/2007 – Planning for Travelling Showpeople.

3.7 This circular has now been cancelled.

3.8 This related to the needs of travelling showpeople. The Circular defined travelling show people 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, but excludes Gypsies and Travellers as defined in Circular 01/2006.

Race Relations Act 1976 and Race Relations (Amendment) Act 2000

3.9 This Act placed a duty on local authorities to eliminate unlawful discrimination and promote equal opportunities and good race relations. This duty covered all racial groups, including Gypsies and Travellers. Planning, site provision and enforcement activity were relevant to this duty because of the impact on race relations generally and on the way in which services are delivered to this group. In developing policy and making decisions, local authorities needed to ensure that their actions were consistent with this general duty.

Equality Act 2010

3.10 The Equality Act replaced previous anti-discrimination laws, including the Race Relations Act with a single Act to make the law simpler and remove inconsistencies. The Act covers nine protected characteristics that cannot be used as a reason to treat people unfairly. Race is one of these protected characteristics. The Act sets out the ways in which it is unlawful to treat someone, including direct and indirect discrimination, harassment and victimisation. The Act prohibits unfair

treatment when providing goods, facilities and services, and when exercising public functions.

The Human Rights Act 1998

- 3.11 This Act came into effect in 2000 when provisions of the European Convention on Human Rights were incorporated into UK law. The articles relevant to Gypsies and Travellers include the following:
- every person is entitled to the peaceful enjoyment of their possessions and shall not be deprived of these (Article 1); and
 - everyone has the right to respect for their private life, family and home (Article 8).

New Policy – National Planning Policy Framework

- 3.12 In March 2012, the Government adopted the National Planning Policy Framework (NPPF) and a new planning policy for traveller sites. The NPPF replaced all previous planning policy statements. This includes policy on design, Green Belt, and housing provision.

Regional Policy Context

East of England Plan

- 3.13 The East of England Plan was approved in May 2008. The East of England Regional Assembly (EERA) agreed in February 2006 to prepare a single issue review on the accommodation needs of Gypsies and Travellers in the region. This review was completed in July 2009 with the publication of the final policies which address the accommodation needs of Gypsies and Travellers and Travelling Showpeople in accordance with the requirements of Government policy in Circular 01/2006 – Planning for Gypsy and Traveller Caravan Sites and Circular 04/2007 – Planning for Travelling Showpeople.
- 3.14 The policies require local authorities to make provision for additional permanent and transit pitches for Gypsy and Traveller caravans and plots for Travelling Showpeople. The policies provide a consistent regional framework to inform the preparation of local development plan documents, which must be in general conformity with the East of England Plan.
- 3.15 Policy H3 in the East of England Plan requires 15 permanent pitches to be provided in Cambridge by 2011, with a compound increase of 3% per year following 2011. This therefore requires the city to provide another 13 pitches by 2021, resulting a total of 28 pitches.
- 3.16 The policy requires local authorities to achieve levels of provision required by 2011 as soon as possible through development control decisions and Development Plan Documents. Opportunities should also be taken to secure provision through major developments.

- 3.17 Local authorities are also required to work together to establish a network of transit pitches. For Cambridgeshire and Peterborough, this requirement is 40 pitches between 2006 and 2011.
- 3.18 Immediately after the general election in 2010, the Secretary of State stated the Government's intention to abolish regional strategies. This will come about through the Localism Act, passed in late 2011. Although the East of England Plan will be abolished through the Localism Act, it is still technically in place until it is revoked through the appropriate order from the Secretary of State. The Department for Communities and Local Government advise that if local authorities decide to review the level of provision, the Gypsy and Traveller Accommodation Assessments will form a good starting point.

Local Context

Cambridge City Council's Objectives

- 3.19 One of the Council's objectives is for 'A city which recognises and meets needs for housing of all kinds – close to jobs and neighbourhood facilities'. This in turn informs the Council's Housing Strategy.

Housing Strategy 2009-2012

- 3.20 One of the objectives in the Housing Strategy is to ensure that housing and related services meet the needs of people who are in some way disadvantaged, and as outlined in paragraph 1.2 above, Gypsies and Travellers are recognised as amongst the most disadvantaged groups in the country. Developing planning policies to clarify our requirements in relation to Gypsy and Traveller site provision, and working to identify suitable locations for sites are key priorities within the strategy. Although the Housing Strategy is being reviewed during 2012, this is likely to remain a priority.

Cambridge Sub-Regional Housing Strategy 2008-2011 – Housing the Cambridge Sub-Region

- 3.21 This strategy, which the Council is signed up to, includes an objective to "Respond to the diverse and changing needs of our communities including Gypsies and Travellers, ensuring that Gypsies and Travellers accommodation and support needs are met". The Strategy was updated in 2011 through a Sub-Regional Housing Statement, but the objective around Gypsies and Travellers remains the same.

Cambridge Sub-Region Gypsy and Traveller Accommodation Assessment 2005-2010

- 3.22 Under the Housing Act 2004, local authorities are required to carry out a Gypsy and Travellers Housing Needs Assessment as part of the regular review of housing needs within the district.
- 3.23 The Cambridge Sub-Region Traveller Accommodation Needs Assessment, published in 2006, assessed the accommodation needs

of Gypsies and Travellers in Cambridgeshire as well as Forest Heath, St. Edmundsbury, King's Lynn and West Norfolk.

- 3.24 The main data source for the study was a survey undertaken by a team of interviewers, most of whom were themselves Gypsies and Travellers, and the survey findings were cross-checked with other data sources, including other national and local data sources. The outcomes of this survey were used to inform the Regional Spatial Strategy single issue review concerning Gypsy and Traveller provision.
- 3.25 The study found that between 405 and 535 pitches were needed in the study area by 2010, of which 15 pitches were required in Cambridge.
- 3.26 This was reviewed in 2011 (see below).

Cambridge Sub-Regional Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2011

- 3.27 In October 2011, a review of the Travellers Needs Assessment 2006 was published by the County Council's Research Group on behalf of the same districts, but with the addition of Peterborough.
- 3.28 The Cambridge Sub-Regional Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2011 identified a need for 1 permanent pitch in Cambridge between 2011 and 2031. This is related to the natural growth (births and family formation) of Travellers already in Cambridge.
- 3.29 The GTANA also records short-term unauthorised encampments within the study area. The study states that evidence for short-term unauthorised encampments, whilst patchy, demonstrates some demand for transit or emergency stopping places. However, the GTANA was not able to determine a precise level of demand in any one local authority area. This is because of travel routes through the Cambridge area, where the same caravans may stop in different local authority areas at different times. Therefore, a well-placed transit site within one local authority would be capable of serving the needs of two or more local authorities. The GTANA also notes that districts' Travellers Liaison Officers advise that providing more emergency stopping places rather than transit pitches may be more helpful. For definitions of terms, please see the Glossary.

- 3.30 This will inform future levels of provision for Gypsy & Traveller sites.
- 3.31 The 2006 and 2011 Accommodation Assessments form part of the Strategic Housing Market Assessment.

Horizons New Provision Project

- 3.32 Following on from the 2006 Needs Assessment, Cambridgeshire County Council and Cambridge Horizons commissioned a study to consult further with Gypsies & Travellers in Cambridgeshire with the

aim of establishing a knowledge base of local (initially County) land holdings for consideration by districts in preparing their Local Development Frameworks, and producing some site selection criteria which could be used county-wide.

- 3.33 Although the outcome of this was not considered sufficiently robust to meet the City Council's needs, information derived from the consultation is useful in starting to understand the needs of local Gypsies and Travellers, and will be used to inform further consultation.

Existing Development Plans for Cambridge

- 3.34 Neither the 2006 Cambridge Local Plan nor the Area Action Plans for Cambridge East and North West Cambridge make specific provision for meeting the needs of Gypsy and Travellers in Cambridge. The Local Plan does include a criteria based policy (5/8) for development of temporary stopping places for travellers' caravans. This should not prevent proposals coming forward for permanent Gypsy and Traveller pitches if an appropriate site or sites are identified in order to meet the 2011 requirement. Any proposals will be determined on their merits and in accordance with relevant Local Plan policies.

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- 3.35 The National Planning Policy Framework and a new planning policy for traveller sites sets the context for a more pro-active approach to provision of Gypsy and Traveller pitches through the review of the Local Plan. The Local Plan is required to consider the needs of Gypsies and Travellers and plan to meet that need.

Cambridgeshire Joint Strategic Needs Assessment (JSNA)

- 3.36 JSNAs are the means by which Primary Care Trusts (PCTs) and local authorities describe the future health, care and well-being needs of the local population and the strategic direction of service delivery to meet those needs. They aim to provide analyses of data to show the health and well-being status of local communities, define where inequalities exist, and use local community views and evidence of effectiveness of interventions to shape the future levels of investment in services.
- 3.37 The Cambridgeshire JSNA includes a number of references to the needs of Gypsies and Travellers, identifying that local Gypsies and Travellers, as nationally, tend to have lower life expectancy, poorer health outcomes and lower levels of educational achievement. The links between good quality settled accommodation with access to local services and improving outcomes for these groups are well established.

4. Site Assessment Criteria

- 4.1 Selecting the right site for Gypsy and Traveller accommodation is a key factor in supporting good community relations and maximising the success of the site. The Council has developed a process to help assess site options for Gypsy and Traveller provision. An important step in this process is the formation of a set of assessment criteria that can be used to compare the merits of each site, and in turn this provides a certain level of detail that will enable the Council to make informed decisions on the most appropriate site or sites that could be allocated.
- 4.2 As with the selection of sites for other uses, there are many factors to take into consideration and the establishment of robust and credible site selection criteria is essential. Accordingly, the list of criteria adopted by a local planning authority should not be over-long as the more criteria there are, and the more restrictive they are, the greater the likelihood of an authority refusing planning permission. While the Circular has been abolished, it is still considered that this approach is reasonable.
- 4.3 In light of the above and on the basis of guidance provided in Circular 01/2006 the DCLG Good Practice Guide for Designing Gypsy and Traveller Sites and the NPPF, the criteria for assessment of Gypsy and Traveller Sites in Cambridge have been based upon the following principles:
1. The site should be accessible to local services by public transport, on foot or by cycle;
 2. There should be safe and convenient vehicular, pedestrian and cycle access to the site;
 3. The site should provide an acceptable living environment and the health and safety including the public health of the residents should not be put at risk. Factors to be taken into account include flood risk, site contamination, air quality and noise;
 4. There should not be an unacceptable adverse impact on the amenity of nearby residents or the appearance or character of the surrounding area. The site should respect the scale of the surrounding area and appropriate boundary treatment and landscaping should be capable of being provided;
 5. Whether the needs of the residents of the site could be met without putting undue pressure on local services;
 6. There should be adequate space for vehicle parking, turning and servicing, storage, play and residential amenity;
 7. The site should be served or capable of being served by all necessary utilities including mains water, electricity, drainage and sanitation.
- 4.4 The purpose of these criteria is to filter out poorly performing sites through a series of considerations as detailed in Table 1 below. This is

a similar approach that was taken to ‘bricks and mortar’ residential development in the Strategic Housing Land Availability Assessment. These criteria will ensure that sites for Gypsies and Travellers are:

- Sustainable, safe and easy to manage and maintain;
- Of a decent standard, equitable to that which would be expected for social housing in the settled community;
- Located so as to support harmonious relations between Gypsies and Travellers and the settled community.

4.5 Each site will be scored against a traffic light system as outlined in table 1 below.

Table 1: Assessment Criteria

Site Assessment Criteria	Comments
1. The site should be accessible to local services	by public transport, on foot or by cycle.
1.a. Is the site within 400m to 800m of a District / Local Centre?	<p>A key element of sustainable development is ensuring that people are able to meet their daily needs locally, thus helping to encourage modal shift. As such, the distance of a site from its nearest District/Local Centre will be checked to provide an indication of the sustainability of the site. In measuring the distance of sites from District/Local Centres, a moderated buffer will be used to take into account any significant physical barriers to movement, in order to reflect the true accessibility of a site. The 400m and 800m distances to be used relate to 5 and 10 minute walking catchments. If a site is not within 400m – 800m of a District/Local Centre, a judgement will be made as to whether the site is still within a reasonable walking distance.</p> <ul style="list-style-type: none"> • Green – the site is within 400m to 800m of a District/Local Centre. • Amber – while not within 400m to 800m of a District/Local Centre, the site is still within a reasonable walking distance of a District/Local Centre. • Red – The site is not within reasonable walking distance of a District/Local Centre.
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	<p>Local services are essential to the quality of life of residents, employees and visitors to the city, and as such they must be conveniently located in relation to new and existing development. Gypsies and Travellers are recognised as having lower life expectancy, poorer health outcomes and lower levels of educational achievement than the settled community. Consideration needs to be given to the proximity of development to local services so that these can be accessed using sustainable modes of transport. As such, the distance of a site from local services will be checked in order to provide an</p>

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	<p>indication of the sustainability of the site. In measuring the distance of sites from local services, a moderated buffer will be used to take into account any significant physical barriers to movement, in order to reflect the true accessibility of a site. The 400m and 800m distances to be used relate to 5 and 10 minute walking catchments.</p> <ul style="list-style-type: none"> • Green – the site is within 400m to 800m of local services; • Amber – while not within 400m to 800m of local services, the site is still within a reasonable walking distance of such services; • Red – the site is not within reasonable walking distance of local services.
<p>1.c. Is the site within 400m – 800m of a high quality public transport route¹?</p>	<p>Access to high quality public transport routes for new residents from the day that they move into a new development is vital to ensure that modal shift is encouraged. New development, including pitches for Gypsies and Travellers, should offer realistic, safe and easy access by a range of transport modes, and not exclusively by car. As such, the distance of a site from its nearest high quality public transport route will be checked to provide an indication of the sustainability of the site. In measuring the distance of sites from such routes, a moderated buffer will be used to take into account any significant physical barriers to movement. The 400m and 800m distances to be used relate to 5 and 10 minute walking catchments.</p> <ul style="list-style-type: none"> • Green – the site is within 400m to 800m of bus services that meet the high quality public transport criteria; • Amber – the site is within reasonable walking distance of either a high quality public transport route or other bus services that do not meet the criteria; • Red – the site is not within reasonable walking distance of either a high quality public transport route or other bus services.
<p>2. There should be safe and convenient vehicular, pedestrian and cycle access to the site.</p>	
<p>2.a. Is there sufficient vehicular access to the site?</p>	<p>Sites will need to be capable of achieving appropriate access that meets Local Highway Authority standards. Consideration will also need to be given to access for emergency.</p> <ul style="list-style-type: none"> • Green – site has sufficient access / no known access issues;

¹ A High Quality Public Transport Service is one that provides a 10 minute frequency during peak periods and a 20 minute frequency inter-peak. Weekday evening frequency should run ½ hourly until 11pm and on Sunday an hourly service should run between 8am – 11pm (Source: Cambridge Local Plan, 2006). It should also provide high quality low floor, easy access buses, air conditioning, pre-paid/electronic ticketing and branding to encourage patronage.

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	<ul style="list-style-type: none"> • Amber – site has limited access, which while possible to overcome, would impact upon the number of pitches that could be provided; • Red – There are significant access issues that cannot be overcome without making the provision of pitches unviable.
<p>2.b. Is there safe pedestrian or cycle access to the site?</p>	<p>Ensuring that sites have safe pedestrian and cycle access will be important on safety grounds and in encouraging residents to adopt more sustainable modes of transport to meet their day to day needs. Consideration will be given to access to a safe segregated footway and access to a safe cycle route(s) (this could be on road but there could be points of conflict to take into consideration).</p> <ul style="list-style-type: none"> • Green – site has safe pedestrian and cycle access; • Amber – site has the potential for the creation of safe cycle and pedestrian access; • Red – there are significant issues with pedestrian and cycle access to the site that cannot be overcome without making the provision of pitches unviable.
<p>2.c. Is there sufficient capacity in the local highway network?</p>	<p>Capacity in the local highway network will need to be considered by the County Council. This will need to take account of the nature of the surrounding highway network and the movement of caravans and other vehicles onto and out of sites, be they permanent sites or transit sites. Where a transit site is being proposed, consideration will need to be given to the frequency of trips and the impact this would have on the local highway network and location of sites in relation to the strategic road network.</p> <ul style="list-style-type: none"> • Green – there is sufficient capacity in the local highway network / no known issues; • Amber – Capacity issues can be overcome by mitigation measures / improvements to the highway network; • Red – There are significant highways issues that cannot be overcome without rendering the provision of pitches unviable.
<p>3. The site should provide an acceptable living environment and the health & safety of residents should not be put at risk.</p>	
<p>3.a. Is the site or access to the site in an area of flood risk?</p>	<p>Any site must meet the requirements of the NPPF regarding flood risk. The aim will be to locate sites for Gypsies and Travellers away from areas where there is a high probability of flood risk given the vulnerability of caravans to flooding and the impact that flooding of drainage systems would have on sites. The NPPF and the associated technical guidance defines 3 'flood zones', with zone 1 covering land with the lowest risk of flooding and zone 3 covering land at the highest risk</p>

	<p>of flooding. Caravan sites for permanent occupation are considered to be ‘highly vulnerable’ to flooding and as such should not be sited within land covered by Flood Zone 3. Transit sites, which are only occupied in the short-term are considered to be ‘more vulnerable’ to flooding and as such should only be permitted in land covered by Flood Zone 3 where there are no other sites available on land that is less likely to flood.</p> <p>Assessment Criteria for Permanent Pitches:</p> <ul style="list-style-type: none"> • Green – site is not at risk of flooding (i.e. site falls within Flood Zone 1); • Amber – Site falls within Flood Zone 2 (medium probability of flooding) but the Exception Test has been passed; • Red – site falls within Flood Zone 3 and as such is not suitable for permanent pitch provision. <p>Assessment Criteria for Transit Pitches:</p> <ul style="list-style-type: none"> • Green – site is not at risk of flooding (i.e. flood zone 1); • Amber – site is at risk of flooding (i.e. within flood zones 2 and 3) but the Exception Test has been passed; • Red – site is at risk of flooding but the Exception Test has not been passed.
<p>3.b. Is there potential contamination on site?</p>	<p>Contaminated land is a material consideration under the land use planning process, and Land Use History Reports are available from the Council’s Environmental Health Scientific Team. The presence of contamination will not always rule out development, but the provision of sites will not be permitted in areas subject to pollution levels that are incompatible with the proposed use. Mitigation measures can be implemented to overcome some contaminated land issues, although this may have an impact on the economic viability of the development. Further investigation will be required to establish the nature of any contamination present on sites and the implications that this will have for development.</p> <ul style="list-style-type: none"> • Green – the site is not contaminated/no known contamination issues; • Amber – the site has potential contamination but further investigation is required into nature of contamination and the need for remediation work if contamination is found to be present on the site (note that the further investigation may lead to the site being ruled out of the site selection process); • Red – the site is known to be contaminated and the nature of the contaminants render the site unsuitable for pitch provision / the cost of remediation works would render the provision

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	of pitches unviable.
3.c. Are there potential noise problems associated with the site?	<p>When assessing a site's potential, consideration will need to be given to whether there are any existing noise sources that could impact on the suitability of a site for development. Consideration must be given to the greater noise transference through the walls of trailers and caravans than through the walls of conventional housing, and the need for design measures to abate the impact on quality of life and health. The presence of noise sources will not necessarily render a site undevelopable as appropriate mitigation measures may be available. Further investigation will be required to establish the nature and level of noise impacts and the implications this will have for development.</p> <ul style="list-style-type: none"> • Green – site does not suffer from noise pollution issues / no known issues; • Amber – potential for some noise pollution issues although these could be easily overcome through the use of mitigation and design measures to ensure there is no impact on quality of life and health; • Red – site subject to severe noise pollution issues which would have significant impacts on quality of life and health, the remediation of which would render the provision of pitches unviable.
3.d. Could the topography constrain the development of the site?	<p>Certain topographical or ground conditions may need to be mitigated for in order to make development acceptable. Sites for Gypsies and Travellers need to be relatively flat and suitable for purpose. Sites should not be developed on exposed sloping sites where there is a risk of caravans being overturned. While the presence of such conditions may not render a site undevelopable, it could have an impact on the economic viability of development in terms of the cost of mitigation measures (for example terracing sloping sites).</p> <ul style="list-style-type: none"> • Green – the topography of the site does not constrain the development of the site; • Amber – there are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose; • Red – the topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.
3.e. Are there potential air quality issues associated with the site?	<p>The planning system has a role to play in the protection of air quality by ensuring that land use decisions to not adversely affect, or are not adversely</p>

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	<p>affected by, the air quality in any Air Quality Management Area (AQMA), or conflict with or render ineffective any elements of the local authority's air quality action plan. There is currently one AQMA declared within Cambridge, while an AQMA also covers parts of the edge of Cambridge around the M11 and A14 within South Cambridgeshire. As such, consideration has been given to the location of sites within or near AQMA's, or large sites that could affect the AQMA's. This would not necessarily render a site unsuitable for Gypsy and Traveller provision, but an Air Quality Assessment would be required to ensure that development in such locations is acceptable.</p> <ul style="list-style-type: none"> • Green – the site is not located within an AQMA; • Amber – the site is located on the edge of an AQMA, or within an AQMA but any adverse impacts can be easily mitigated; • Red – the site would be severely affected by Air Quality issues or could adversely affect an AQMA and mitigation measures would render the provision of pitches unviable.
<p>4. There should not be an unacceptable adverse impact on the amenity of nearby residents or the appearance or character of the surrounding area assuming appropriate boundary treatment and landscaping.</p>	
<p>4.a. Impact on amenity of the surrounding land uses.</p>	<p>Consideration must be given to the relationship of sites to the surrounding community/uses. It will be important to ensure that proposals to develop a site link in with other broader strategies in place for improving community cohesion. Sites must be sustainable, offering scope to manage an integrated coexistence with the local settled community. Assessment of the criterion will need to consider the impacts of possible noise and disturbance to the wider community, in particular from the movement of Gypsy and Traveller vehicles, particularly where sites are provided within existing residential areas.</p> <ul style="list-style-type: none"> • Green – No impact on amenity of the surrounding land uses; • Amber – Some impact on amenity of the surrounding land uses but not significant; • Red – Significant impact on amenity of the surrounding land uses.
<p>4.b. Impact on the amenity of the site from surrounding land uses.</p>	<p>Assessment of this criterion will need to consider the impacts of possible noise and disturbance to Gypsies and Travellers living on site, particularly where sites are located in close proximity to land uses that generate significant disturbance (for example some employment uses).</p> <ul style="list-style-type: none"> • Green – No impact on the amenity of the site from surrounding land uses; • Amber – Some impact on the amenity of the site from surrounding land uses but not

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	<p>significant;</p> <ul style="list-style-type: none"> • Red – Significant impact on the amenity of the site from surrounding land uses.
4.c. Impact on local character and appearance of the surrounding area.	<p>In allocating sites for Gypsy and Traveller provision, impact upon the character and appearance of the local area will be a key consideration. Sites will need to have characteristics that are sympathetic to their local environment, taking into account issues such as the need to preserve and enhance the setting of Conservation Areas and Listed Buildings (including locally listed buildings). Where sites on the edge of the Green Belt are considered, the need to protect and enhance the setting of the City will be important. The impact on other designated areas such as Sites of Special Scientific Interest (SSSI) and City and County Wildlife Sites will also need to be considered. The nature of impact on such designations will be very much dependent upon the design and landscaping of sites.</p> <ul style="list-style-type: none"> • Green – No impact on local character and appearance of the surrounding area; • Amber – Some impact on local character and appearance of the surrounding area but not significant and easily overcome with landscaping and design; • Red - Significant impact on local character and appearance of the surrounding area, which could not be overcome with landscaping and design.
5. The needs of residents should be met without putting undue pressure on local services.	
Is there capacity in local primary schools & doctors surgery?	<p>The existing and future capacity of local primary schools and doctors' surgeries is very important and will need to be explored with the County Council and the PCT. By ensuring that there is adequate capacity in local services from the outset of planning for Gypsy and Traveller provision, this should help to overcome any tensions between the Gypsy and Traveller community and the settled community.</p> <ul style="list-style-type: none"> • Green – there is sufficient capacity within local services; • Amber – some additional capacity will be required; • Red – a significant amount of additional capacity would be required, provision of which would render any development unviable.
6. There should be adequate space for vehicle parking, turning, & servicing, storage, play and residential amenity.	
Size of the site	<p>The size of a site will have an impact on the number of pitches a site can accommodate and its ability to supply the basic amenities and other buildings associated with pitches.</p>

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Shape of the site	It is considered important to take into consideration the constraints imposed by the problems of developing a site with an awkward shape.
7. The site should be served or be capable of being served by all necessary utilities including mains water, electricity supply, drainage and sanitation?	
7.a. Is the site served or capable of being served by all necessary utilities?	<p>As for any other kind of accommodation, consideration must be given to the infrastructure needed to support Gypsy and Traveller sites; such as mains water, electricity, gas, drainage and sewerage. Consideration will need to be given as to whether all necessary utilities are available on site or can easily be connected to the site.</p> <ul style="list-style-type: none"> • Green – the site is already connected to necessary utilities; • Amber – the site can easily be connected to necessary utilities; • Red – The site cannot easily be connected to necessary utilities without incurring significant costs that may render development unviable.
7.b. Do all the necessary utilities have capacity to serve the site?	<p>The future capacity of all necessary utilities needs to be considered and explored with the utility providers. If there are any known issues, these must be raised. The infrastructure must have the capacity to serve the maximum site capacity.</p> <ul style="list-style-type: none"> • Green – there is sufficient capacity within the existing utilities infrastructure; • Amber – The existing infrastructure can be easily upgraded to ensure there is sufficient capacity; • Red – Existing utilities infrastructure would either require significant upgrade or provision of new infrastructure, the cost of which may render development of the site unviable.
Conclusion	Summary of assessment.

5. The Scoring System

- 5.1 Using the site assessment criteria detailed above, each site will be scored against a traffic light system as outlined in figure 1 below.

Figure 1: Assessment Criteria Scoring System

KEY	Score
Red	The site does not meet this criterion.
Amber	The site may not meet this criterion fully but could be acceptable subject to detailed justification and mitigation measures.
Green	The site does meet this criterion.

- 5.2 Where a site scores red against any of these criteria, it will not be considered to be developable for Gypsy and Traveller provision. Where a site scores an amber against one or more of these criteria, this does not necessarily mean that the site is not suitable as there may be potential mitigation measures to overcome any constraints. Where a site does not score red against any of the criteria but still gets a number of amber scores, a balanced judgment will need to be made as to site suitability. For example, if there are a variety of issues that need to be overcome, such as contaminated land and flood risk, the costs of any works could render development of a site unviable.

- 5.3 Each site will be reviewed on its own merits. Each site appraisal is concluded with a summary of the assessment that will draw together the key issues regarding its suitability.

Notes on the Assessment Methodology

- 5.4 When assessing sites against the criteria for accessibility to local services, shops and public transport a flexible approach has been taken. Where sites are not within 400m to 800m of such services they, have not scored red against these criteria, as most of these services are reasonably accessible from anywhere in Cambridge.
- 5.5 Where sites are currently designated as Protected Open Space in the Local Plan 2006, they have scored red against the relevant criterion (4.c.). Where sites have been newly assessed as meeting the criteria to be designated as Protected Open Space in the Open Space and Recreation Strategy 2011, they have also scored red against criterion 4.c.
- 5.6 All sites have been assumed to be capable of being served by necessary utilities and for the utilities to have sufficient capacity to serve the site, criteria 7.a and 7.b. Where a site is a substantial distance away from existing development, further investigation will be





necessary. No such sites have been identified so far. Further investigation would be required if a suitable site were identified.



- 5.7 Criteria on the capacity of local schools, doctors' surgeries and the local highway have not been assessed as the knowledge and expertise to answer these criteria is not available at this time. Further investigation would be required if a suitable site were identified.

6. Establishing Site Size

6.1 Prior to undertaking the site assessment process, it was considered appropriate to establish an understanding of site size. The Department for Communities and Local Government guidance states the preferred layout for sites is a ‘horse shoe’ shape typical of cul-de-sacs. However, it does not given any indication of appropriate site size to assist in the site selection process. In order to assist in this process, the Council’s Urban Design Team carried out work on designing a model permanent Gypsy and Traveller site and a model transit Gypsy and Traveller site. Figure 2 below illustrates the site area required for 4, 6, 8, 10, 12 and 14 permanent pitches based on minimum dimensions.

Figure 2: Site areas for differing numbers of pitches (permanent)

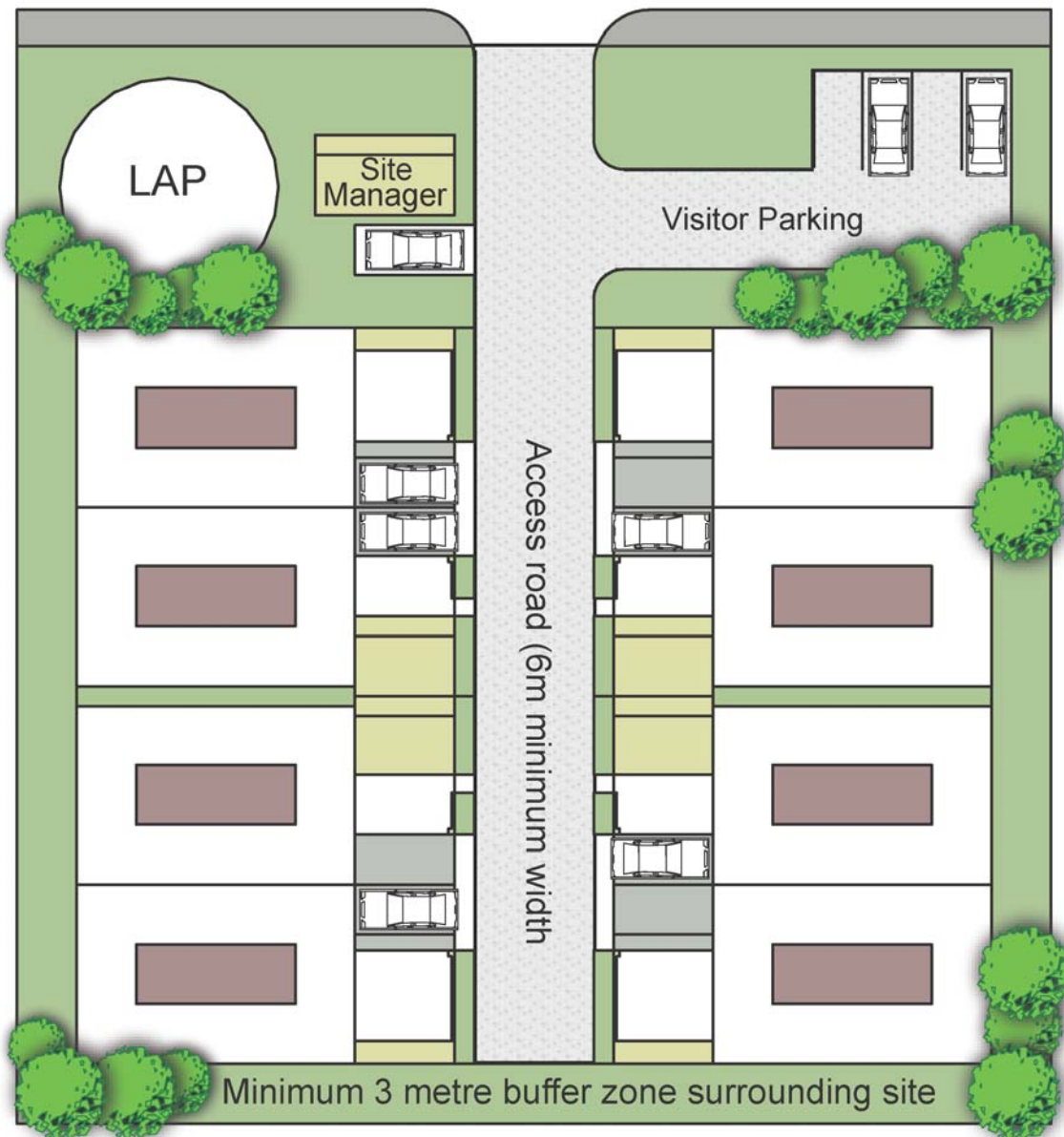
No. of pitches	Area (Hectares)	Illustrative layout
4	0.47 Ha	
6	0.61 Ha	
8	0.74 Ha	
10	0.88 Ha	

12	1.02 Ha	
14	1.16 Ha	

6.2 For a permanent site, a minimum of four pitches was considered; this requires a site of 0.47ha in size.

6.3 For a transit site, again a minimum of four pitches was considered; this requires a site of 0.28ha in size. The difference in size is due to the different requirements for permanent pitches as opposed to transit pitches, as identified in Table 1 above. Figure 3 below illustrates a four pitch transit site. These minimum sizes were not strictly applied, where a site is slightly under this minimum size, it did not necessarily fail this criterion as good design could potentially overcome this problem.

Figure 3: Illustrative layout of a four pitch transit site



Establishing Site Shape

- 6.4 When assessing sites against the criterion on shape, the work undertaken by the Joint Urban Design Team and conversations with the Urban Design Team informed a minimum acceptable depth for the site. For a permanent site, a minimum depth of 49m was considered. For a transit site, a minimum depth of 26m was considered. The difference in size is due to the different requirements for permanent pitches as oppose to transit pitches, identified in Table 1 above. These minimum dimensions were not strictly applied, where a site is slightly under this minimum depth, it did not necessarily fail this criterion as good design could potentially overcome this problem.

7. Site Assessment Process

- 7.1 A two-stage approach has been taken to the assessment of sites.
- 7.2 To begin with sites were subject to an initial screening assessment. This assessed whether the site met a few easily checked criteria (e.g. size, shape, Green Belt, Protected Open Space). If sites passed the initial screening they were then assessed fully against the criteria.
- 7.3 All steps in the process have been recorded in order to comprehensive audit trail. Sites that have not passed the initial assessment have been identified in a list of unsuccessful sites (see appendix 1) where they have been ruled out due to Green Belt, Protected Open Space or other reasons. The assessment looked at land in public ownership and at land that had been identified in the draft Strategic Housing Land Availability Assessment (SHLAA) as having potential for residential development.

Stage 1: Initial screening and assessment

Housing Land

- 7.4 The first task in the assessment process was to assess sites on housing land owned by the City Council and held under the Housing Revenue Account (HRA). Sites held under the HRA were assessed first as these had been subject to a Land Audit and assessment for potential redevelopment back in 2005.
- 7.5 An initial screening assessment of all sites was carried out. Fifteen HRA sites were considered unsuitable from the initial screening, by reason of:
- The sites were too small / narrow;
 - The developable area of sites was too small / narrow; or
 - Sites were designated as Protected Open Space.
- 7.6 Ten sites passed the initial screening and were subject to a detailed assessment against the criteria. None of these sites passed the detailed assessment, mainly due to the potential impact upon the amenity of surrounding uses and impact upon the character and appearance of the area.
- 7.7 For more detail, see appendices 1 & 2.

Other City Council Owned Land

- 7.8 The second task in the assessment process was to assess City Council owned sites not within the Housing Revenue Account. Sites were identified from “Mapping the Public Realm – Making Assets Count”. These sites were assessed as City Council ownership of the sites would allow sites to be delivered.

- 7.9 An initial screening assessment of all sites was carried out. Seventy-two City Council owned sites were considered unsuitable from this initial screening, by reason of:
- Sites were too small / narrow;
 - Sites were in use (including residential);
 - Sites were designated as Protected Open Space;
 - Sites were in the Green Belt; or
 - Sites were part of a wider development and work had progressed too far to include a Gypsy and Traveller site.
- 7.10 Twelve sites passed the initial screening and were subject to a detailed assessment against the criteria. None of these sites passed the detailed assessment, mainly due to sites having been recently assessed as Protected Open Space through the Open Space & Recreation Strategy 2011, but also due to access issues and impact on the amenity of surrounding uses.
- 7.11 For more detail, see appendices 1 & 2.

County Council Owned Land

- 7.12 The third step in the assessment process was to assess sites owned by the County Council. Sites were identified from “Mapping the Public Realm – Making Assets Count”. These sites were assessed as County Council ownership of the sites would allow sites to be delivered.
- 7.13 An initial screening assessment of all sites was carried out. Seven County Council owned sites were considered unsuitable from this initial screening, by reason of:
- Sites were too small / narrow;
 - Sites were in the Green Belt; or
 - Sites were in ongoing use.
- 7.14 Four sites passed the initial screening and were subject to a detailed assessment against the criteria. None of these sites passed the detailed assessment, mainly because of impact on the amenity of surrounding uses, access issues and land availability.
- 7.15 For more detail, see appendices 1 & 2.

Strategic Housing Land Availability Assessment (SHLAA) Land

- 7.16 The fourth step in the assessment process was to consider sites identified in the draft SHLAA as having potential for residential development. These were identified in the draft SHLAA as being potentially suitable for residential use and hence it was considered appropriate to also consider them for Gypsy and Traveller sites (which is also a residential use).
- 7.17 Whilst these sites had already been assessed as suitable for residential development, it does not necessarily mean that all sites are also suitable for Gypsy and Traveller provision. Therefore the

assessment of SHLAA sites focussed on the difference between sites in ‘bricks and mortar’ residential use and Gypsy and Traveller use. In order to assist in the differentiation between these uses, the assessment made sure it considered distance from the strategic road network and the relationship to surrounding uses.

- 7.18 Twenty-five SHLAA sites were considered unsuitable from this initial screening, by reason of:
- Too small;
 - Too narrow; and
 - Sites were in existing residential use (these were discounted as Gypsy and Traveller use would not represent an intensification of use).
- 7.19 Thirty-two were subject to a detailed assessment against the criteria. None of these sites passed the detailed assessment, mainly due to access issues, impact on the amenity of surrounding uses and land availability.
- 7.20 For more detail, see appendices 1 & 2.
- 7.21 Since the assessment of draft SHLAA sites, there have been a number of additional sites submitted to the SHLAA. The Council will have to update the Gypsy & Traveller Site Provision assessment to account for the final findings of the SHLAA. This will be undertaken prior to the sites consultation in autumn 2012 associated with the Local Plan Review.

Conclusion from Stage 1

- 7.22 Stage 1 looked at land owned by Cambridge City Council and Cambridgeshire County Council, as well as those sites identified in the SHLAA as having potential for residential development. In total it looked at over one hundred and seventy sites and it did not identify any sites suitable for a Gypsy and Traveller site.

Stage 2: Sites previously eliminated

- 7.23 Stage 1 of the assessment did not identify any potential sites. The Council could choose to look for sites in areas with existing protection from development, e.g. in the Green Belt. Current policy with regards Travellers sites in the Green Belt is that they are “normally inappropriate development” (a new planning policy for travellers amends this to “inappropriate development”, but does not rule out such developments in all instances). The Green Belt boundary should only be amended in exceptional circumstances, any such decision to amend the Green Belt boundary would be taken through the review of the Local Plan. If a local planning authority wishes to make an exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site, it should do so only through the plan-

making process and not in response to a planning application. If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a traveller site only.

- 7.24 The purposes of the Cambridge Green Belt are defined in the Cambridge Local Plan 2006 as:
- To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
 - To maintain and enhance the quality of its setting; and
 - To prevent communities in the environs of Cambridge from merging into one another and with the city.

8. Conclusions

- 8.1 The Gypsy and Traveller Site Assessment provides a snapshot of land with potential for Gypsy and Traveller sites. The results of these assessments will help to inform future work to be undertaken to review the Cambridge Local Plan.
- 8.2 The sites assessed within this technical paper have been researched from a number of resources including work undertaken through the draft SHLAA. It is important to note that a number of assumptions have been used as detailed in this report and at times planning officers' professional judgment has been exercised. Given the complexity of criteria used, the number of sites, and the development monitoring processes, the Gypsy and Traveller Site Assessment document should be regarded as a living document. The information contained within it will be subject to frequent change over short periods of time, for example as a site moves from investigation, possibly to allocation, and then subsequently a planning application which is approved will then entail construction and completion. The Council intends to keep the document up to date through annual monitoring and will periodically review the whole document, for example every five years, during the plan period to 2031.
- 8.3 Planning applications for Gypsy and Traveller development will continue to be assessed on their individual planning merits having regard to Government guidance, the development plan and other material considerations. Information contained in the Gypsy and Traveller site assessments may provide a useful guide to planning constraints and other considerations on a given site, but applicants will still need to undertake their own detailed research to identify any potential opportunities on sites within the Study or indeed on other sites that have not been identified.
- 8.4 The Assessment has not identified a site with potential for Gypsy & Traveller use. It does identify the potential for further work: updating the document to reflect the final SHLAA and looking again at sites excluded for reasons of Green Belt, in order to try and meet the need identified in the Gypsy & Traveller Accommodation Needs Assessment. This work could be completed in future iterations of the assessment.

Appendix 1: Sites considered unsuitable from initial screening – Stage 1

Site Name	Reason
Aylesborough Close	Too small
Land adjacent to 127 Perse Way	Too small
Land behind 1-11 Cockerell Road	Too small
Land behind 70-78 Hazelwood Close	Too small
Garages between 104 & 106 Hawkins Road	Too small
Land behind Daniels House, Histon Road	Too small
Land in the centre of Dudley Road	Protected Open Space
Land between Wadloes Road & Headford Close	Developable area too small due to completions
Land behind 24-38 Whitehill Road	Too small
Land behind 99-105 Gwydir Street	Too small
King George V Memorial Playing Field	Protected Open Space
Land at Aylesborough Close	Too small
Land behind 27-29 Bateson Road	Too small
Land between Franks Lane & Cam Causeway	Developable area, considered to be too small
Land behind 1-6 Linden Close	Too small
Land behind 20-36 Mortlock Avenue	Too small
Howard Mallet Centre	Community Centre & Protected Open Space (partial) - existing use
County land at Trumpington Road	Green Belt
Land South of Glebe Farm	Green Belt
Land South of Bell School	Green Belt
Land West of Babraham Park & Ride	Green Belt
Land South West of Babraham Park & Ride	Green Belt
St Albans Road	Protected Open Space

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Recreation Ground	
King's Hedges Recreation Ground	Protected Open Space
Arbury Town Park	Protected Open Space
Edgecombe Flats Green	Protected Open Space
Nuns Way recreation Ground	Protected Open Space
Campkin Road / St Kilda Avenue open space	Protected Open Space
Trinity Hall Farm Industrial Estate, Nuffield Road	Industrial Estate existing use
Allotments, Nuffield Road	Allotments in use & Protected Open Space
Cowley Road	Offices, Driving Range existing use
Fison Road Play Area	Protected Open Space
Dudley Road Recreation Ground	Protected Open Space
Ditton Fields Recreation Ground	Protected Open Space
Ronald Rolph Court, Wadloes Road	Industrial Estate existing use
Elfleda Road Allotments	Protected Open Space
Land at the corner of Newmarket Road, Barnwell Road	Protected Open Space
Industrial units at Barnwell Drive	Industrial Estate existing use
Car showroom, Barnwell Drive	Car showroom existing use
New Street Allotments	Protected Open Space
Alexandra Gardens	Protected Open Space
Histon Road Recreation Ground	Protected Open Space
Pakenham Close Allotments	Protected Open Space
Chestnut Grove Recreation Ground	Protected Open Space
Chesterton Recreation Ground	Protected Open Space
Simoco Site	Protected Open Space
St Matthews Piece	Protected Open Space
Peters Field	Protected Open Space
Mill Road Depot and adjoining properties, Mill Road	Council Depot existing use
Fairfax Road Alotments	Protected Open Space
Romsey Recreation	Protected Open Space

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Ground	
Vinery Road Allotments	Protected Open Space
Nuttings Road Small Open Space	Protected Open Space
Brooks Road Play Area	Protected Open Space
Coleridge Recreation Ground	Protected Open Space
Cambridge Leisure	Leisure use existing use
Clifton Road Industrial Estate	Industrial Estate existing use
Burnside Allotments	Protected Open Space
Perne Road Allotments	Protected Open Space
Blue Circle Sites (part of)	Protected Open Space
Hayster Drive Open Space	Protected Open Space
Church End Green Space	Protected Open Space
Wenvoe Close Allotments and Paddock	Protected Open Space
Cherry Hinton Recreation Ground	Protected Open Space
Limekiln Close Local Nature Reserve	Green Belt
West Pit SSSI	Green Belt and SSSI
Nightingale Avenue Recreation Ground	Protected Open Space
Baldock Way Allotments	Protected Open Space
Holbrooke Road Allotments	Protected Open Space
Cambridge Golf Club & Cambridge Football Stadium	Green Belt
King George V Memorial Playing Field	Protected Open Space
Foster Road Allotments	Protected Open Space
Clay Farm development parcels	Planning of development in the southern fringe has progressed too far
Garages to the r/o 47 Glisson Road	Too small
213 - 217 Mill Road	Too small
152 Coleridge Road	Too small
149 Cherry Hinton Road	Too small
Land adjacent to 89 Greystoke Road	Too small
Land to R/O 1 - 28 Jackson Road (Car parking and lock-up garages)	Too narrow

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31 Queen Ediths Way	Housing - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
38 Queen Ediths Way	Too small
48-61 Burleigh Street	Retail units on ground floor with offices/residential above. Car parking to r/o site - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
Land south of the Ship, including the car park	Too small
Garages south of Hawkins Road	Too narrow
Garages behind 2 to 36 Cratherne Way	Too small
Land rear of 129 to 133 Histon Road	Too small
Car park behind The Grape Pub	Too small
Petrol station and garage, Elizabeth Way	Too small
Catholic Church of St Vincent de Paul	Too small
East of Wadloes Road	Too narrow
636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands Methodist Church, Newmarket Road	See site 28 assessment
51-75 Barnwell Road	Housing - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1-20 Latimer Close	See assessment for site 21
Workshops 72a Ainsworth Street	Too small
Car park east of 2 to 4 Brookside	Too small
78 and 80 Fulbourn Road and land to the south	Housing - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
Ditton Fields Nursery School, Wadloes Road	Too small
Seymour House,	Housing - the site is included in the SHLAA to

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Seymour Street	consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
Land at Beales Way	Protected Open Space
Open Green Area on Fulbourn Road	Protected Open Space
Play Ground at Arbury Court	Protected Open Space
Open Space at Hanson Court	Protected Open Space
Play area and car parks by North Arbury Chapel, Cameron Road	Protected Open Space
Open Space at Woodhouse Way	Protected Open Space
Land in the centre of Ramsden Square	Protected Open Space
Open space south of Turpyn Court	Protected Open Space
Land West of 92 to 114 Jack Warren Green	Protected Open Space
Land North of Fison Road	Protected Open Space
Peveral Road Allotments	Protected Open Space
Land at Penarth Place	Protected Open Space
Play area north of 25 to 37 Godwin Way	Protected Open Space

Appendix 2: Sites that failed detailed assessment against criteria – Stage 1

Site Number:	2
Site Name:	Land at Aylesborough Close
Ward:	Arbury
Source:	HRA audit
Site Area:	6715
Site History / Use	Existing residential use onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	Access onto the site is from a residential road leading to a narrow access road.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	No known issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	No known issues
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties front onto the site from two sides, this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties front onto the site from two sides, this is likely to have a significant impact on the amenity of new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	No known issues
4.c. Score	g
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanant site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is too narrow and the impact on the amenity of surrounding uses as well as on the proposed site would be significant.

Site Number:	14
Site Name:	Campkin Road No. 98-144
Ward:	Kings Hedges
Source:	HRA audit
Site Area:	5215
Site History / Use	Existing residential use onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C1 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	

3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties back onto the site from the northwest, these properties have relatively short gardens and this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties back onto the site from the northwest, these properties have relatively short gardens and this is likely to have a significant impact on the amenity of new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	No known issues
4.c. Score	g
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is 30m deep and would have significant difficulties accommodating permanent site provision. It could accommodate transit pitches.
6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is too narrow and the impact on the amenity of surrounding uses as well as on the proposed site would be significant.

Site Number:	15
Site Name:	Edgecombe Flats Crowland Way
Ward:	Kings Hedges
Source:	HRA audit
Site Area:	9334
Site History / Use	Existing residential use onsite (protected open space excluded from site)
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C1 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	Access onto the site is from two narrow residential roads.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH

3.b. Score	
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties abut and front onto the site from two sides, and this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties abut and front onto the site from two sides, and this is likely to have a significant impact on the amenity of new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is protected open space, and development would have to not be harmful to the character of this open space.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is too narrow and the impact on the amenity of surrounding uses as well as on the proposed site would be significant.

Site Number:	20
Site Name:	Large Gardens at Ditton Fields
Ward:	Abbey
Source:	HRA audit
Site Area:	3109
Site History / Use	Rear Gardens
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site has limited access down a small residential road.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	
3.b. Score	

3.c. Are there potential noise problems associated with the site?	
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	The site is adjacent to an existing residential area and located some way from the major road network. Caravans accessing the site would impact upon the amenity of neighbouring uses. There is overlooking of the site from properties to the east, a more intensive use of the site will impact on the amenity of surrounding residents.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	There is overlooking of the site from surrounding properties to the east, this will impact upon the amenity of potential new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	Development of the site would create a backland development that would be incongruous with the surrounding character of the area.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.3 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The depth of the site is under 20m in places and may not be sufficient for the creation of an access road. This would constrain the development such as to make it unviable.
6.b. Score	r

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is too narrow and the impact on the amenity of surrounding uses as well as on the proposed site would be significant.

Site Number:	21
Site Name:	1-20 Latimer Close
Ward:	Abbey
Source:	SHLAA
Site Area:	3843
Site History / Use	Existing residential use onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, circuitous, residential roads that would represent significant access issues for caravans.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	No known issues
3.b. Score	g

3.c. Are there potential noise problems associated with the site?	No known issues
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	The site is adjacent to an existing residential area and located some way from the major road network. Caravans accessing the site would impact upon the amenity of neighbouring uses. There is some overlooking of the site from surrounding properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	There is some overlooking of the site from surrounding properties, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	No known issues
4.c. Score	g
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.38 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that suitable access would be difficult to implement and the impact on the amenity of surrounding uses would be significant.

Site Number:	22
Site Name:	Properties at Suez, Hobart & Marmora Roads
Ward:	Coleridge
Source:	HRA audit
Site Area:	17133
Site History / Use	Existing housing onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are narrow and heavily parked.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	

3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties front onto the site from all sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties front onto the site from all sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g

7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.

Site Number:	23
Site Name:	2 - 28 Davy Road
Ward:	Coleridge
Source:	HRA audit
Site Area:	10655
Site History / Use	Existing housing onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	

3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential proerties back onto the site from three sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential proerties back onto the site from three sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanant site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g

7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.

Site Number:	24
Site Name:	11 - 31 Fanshawe Road
Ward:	Coleridge
Source:	HRA audit
Site Area:	7829
Site History / Use	Existing housing onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	

3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties about the site on two sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties about the site on two sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The open space to the north is protected open space, development will have to take care not to harm the character and appearance of the open space. Some of the protected open space is incorporated into the site boundary, this will reduce the developable area of the site. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.

Site Number:	27
Site Name:	Roger Ascham Libraries Building
Ward:	West Chesterton
Source:	County Land - making assets count
Site Area:	2651
Site History / Use	Library administration building
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a small predominantly residential road.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	
3.b. Score	

3.c. Are there potential noise problems associated with the site?	
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent to the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties back onto the site on two sides and there is potential for impact on the amenity of existing residents. Furthermore a school backs onto the site and there is potential for impact on the amenity of the school users.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	There is overlooking of the site from surrounding residential properties and school on three sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	There is a Grade II Listed Building on the site and a number of Grade II Listed Buildings on the school site to the north.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.27 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	On balance this site is ruled out; it is thought that the small size of the site, the impact on the surrounding uses, the impact of the surrounding uses on the site and the listed buildings on the site would make its development for Gypsies and Travellers unviable.

Site Number:	28
Site Name:	East Barnwell Community Centre
Ward:	Abbey
Source:	County Land - making assets count & SHLAA
Site Area:	3025
Site History / Use	Community Centre - existing use
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	No known issues
3.b. Score	g

3.c. Are there potential noise problems associated with the site?	Noise affecting the end of the site near Newmarket Road. Noise assessment required.
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties back onto the site on one side and there is potential for impact on the amenity of existing residents. Furthermore two churches are adjacent to the site and there is potential for impact on the amenity of the churches.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	There is overlooking of the site from residential properties to the South. There is potential for congregations attending the churches impacting on the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	No known issues
4.c. Score	g
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.3 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	This site is ruled out due to the existing community use onsite.

Site Number:	50
Site Name:	Old Park & Ride, Cowley Road
Ward:	East Chesterton
Source:	City Land - making assets count
Site Area:	18537
Site History / Use	Temporary Bus Depot
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	The junction at Milton Road / Cowley Road is busy and unlikely to be safe for young children to navigate without parental supervision.
2.b. Score	a
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	
3.b. Score	

3.c. Are there potential noise problems associated with the site?	
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	The site could be severely affected by air quality issues given the proximity and continued retention of the WWTW. This is the reason that the wider area around the WWTW is no longer being sought to be redeveloped for residential uses. A Gypsy & Travellers site is a residential use, consequently this site is inappropriate for this use.
3.e. Score	r
4.a. Impact on amenity of the surrounding land uses.	No known issues
4.a. Score	g
4.b. Impact on the amenity of the site from surrounding land uses.	The amenity of the site could be severely affected by air quality issues given the proximity and continued retention of the WWTW. This is the reason that the wider area around the WWTW is no longer being sought to be redeveloped for residential uses. A Gypsy & Travellers site is a residential use, consequently this site is inappropriate for this use.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	No known issues
4.c. Score	g
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due to the impact on the amenity of the nearby WWTW on the site. This is the reason that the wider area around the WWTW is no longer being sought to be redeveloped for residential uses. A Gypsy & Travellers site is a residential use, consequently this site is inappropriate for this use.

Site Number:	119
Site Name:	Land to the r/o 82-90 Richmond Road
Ward:	Castle
Source:	SHLAA
Site Area:	1443
Site History / Use	Garages
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a narrow driveway this would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential contamination (Builder's Yard)

3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH (adjoining factory site)
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties back onto the site from the north west and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties back onto, and overlook, the site from the north west, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.14 ha, not large enough for a transit site of four pitches.
6.a. Score	r
6.b. Shape of the site	The width of the site is 24m and may not be sufficient for the creation of an access road. This would constrain the development such as to make it unviable.
6.b. Score	r

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement, the site is too small and too narrow, the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	120
Site Name:	162 - 184 Histon Road
Ward:	Arbury
Source:	SHLAA
Site Area:	2342
Site History / Use	Motorcycle sales and repairs and tyre depot
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is a considerable distance from the strategic road network and accessing major roads with caravans would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential Contamination issues (occupied by motor vehicles)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Refer to EH (Histon Road) Noise Constraint traffic to frontage
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties are adjacent to the site to the north and south and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	The new Simon's House to the south of the site overlooks the site, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is protected open space, and development would have to not be harmful to the character of this open space. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.23 ha, potentially not even large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	121
Site Name:	Bishops Court
Ward:	Trumpington
Source:	SHLAA
Site Area:	15555
Site History / Use	Flats and garages - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	Current access is via a predominantly residential road. If access can be achieved onto Hauxton Road, it would have reasonable access to the strategic road network.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Potential contamination (occupied by lock up garages)
3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH traffic noise to main road
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties are adjacent to the site to the east and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	No known issues
4.b. Score	g
4.c. Impact on local character and appearance of the surrounding area.	The site is relatively large and close to the edge of Cambridge, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use.

Site Number:	122
Site Name:	Apple Court, Newton Road
Ward:	Trumpington
Source:	SHLAA
Site Area:	6144
Site History / Use	Flats and associated car parking - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a small predominantly residential road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	

3.a. Is the site or access to the site in an area of flood risk?	North and eastern edges of the site fall within Zone 3 and these areas are unsuitable for permanent provision. This part of the site could be suitable for transit pitch provision providing the PPS25 exception test is passed and there are no other sites that are available on land that there is less likely to flood. The main part of the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	a
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties are adjacent to the site to the south and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from the south, also the hospital to the west abuts the site, these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is protected open space, and development would have to not be harmful to the character of this open space. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r

5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanant site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	123
Site Name:	Owlstone Croft, Owlstone Road
Ward:	Newnham
Source:	SHLAA
Site Area:	9644
Site History / Use	Student Flats - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, tortuous, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	

3.a. Is the site or access to the site in an area of flood risk?	Small parts of the eastern edges of the site fall within Zone 2 and 3 those parts of the site in Zone 3 unsuitable for permanent provision. These parts of the site could be suitable for transit pitch provision providing the PPS25 exception test is passed and there are no other sites that are available on land that there is less likely to flood. Those parts of the site in Zone 2 could be suitable for permanent pitch provision providing the PPS25 exception test is passed and there are no other sites that are available on land that there is less likely to flood. The main part of the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	a
3.b. Is there potential contamination on site?	No known issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties back onto the site from the west and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties back onto, and overlook, the site from the west, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a

4.c. Impact on local character and appearance of the surrounding area.	The land surrounding the site to the north, east and south is Green Belt, and development would have to not be harmful to the character of the edge of the city. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanant site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is in existing student use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	124
Site Name:	Croftgate, Fulbrooke Road
Ward:	Newnham
Source:	SHLAA
Site Area:	2973
Site History / Use	Flats set within mature grounds - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, parked up, residential roads that would represent significant access issues for caravans. The site has reasonable access to the strategic road network.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	

3.a. Is the site or access to the site in an area of flood risk?	Small parts of the northern part of the site fall within Zone 3 and these areas are unsuitable for permanent provision. This part of the site could be suitable for transit pitch provision providing the PPS25 exception test is passed and there are no other sites that are available on land that there is less likely to flood. The main part of the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	a
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	A residential property to the east overlooks the site and this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	A residential property overlooks the site from the east, and this is likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is Green Belt, and development would have to not be harmful to the character of the edge of the city. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r

5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.3 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is 28m wide and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.
6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due to the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area and the impact on the amenity of existing adjacent residents and new residents onsite would be significant.

Site Number:	125
Site Name:	Land between 18-23 Wordsworth Grove
Ward:	Newnham
Source:	SHLAA
Site Area:	2102
Site History / Use	Forms part of the grounds of Newnham College
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, tortuous, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	No known issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.21 ha, not large enough for a transit site of four pitches.
6.a. Score	r

6.b. Shape of the site	The site is 26m wide and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.
6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due to the fact that vehicular access would be difficult to implement and a considerable distance from the strategic road network, the site is too small, and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	126
Site Name:	Land adjacent to and behind 195 High Street, East Chesterton
Ward:	East Chesterton
Source:	SHLAA
Site Area:	3912
Site History / Use	Site provides access to garages to the rear of properties fronting Scotland Road and the High Street. Site also comprises parts of the back gardens of these properties
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a narrow driveway this would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	No known issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and these properties have relatively short gardens and this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these properties have relatively short gardens and this is likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.39 ha, only large enough for a transit site of four pitches.
6.a. Score	a

6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network, the site is too small, and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	127
Site Name:	West's Garage, 217 Newmarket Road
Ward:	Abbey
Source:	SHLAA
Site Area:	3332
Site History / Use	Car showroom and garage workshop
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	The junction at Newmarket Road / Coldhams Lane is busy and unlikely to be safe for young children to navigate without parental supervision.
2.b. Score	a
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential contamination issues (site occupied by garages)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Refer to EH (Newmarket Road) Traffic noise
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent to the AQMA. This site is in an area of poor air quality and an appropriate air quality assessment will need to be made to ensure that any proposed development will not prejudice the health of new occupants.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Site is overlooked by houses on River Lane and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	The site is surrounded by residential and commercial uses and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is adjacent to a conservation area any development would need to preserve or enhance the setting of the conservation area. The site is located in a mixed use, city centre area with residential uses and commercial uses nearby and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.33 ha, only large enough for a transit site of four pitches.
6.a. Score	a

6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	128
Site Name:	Bungalows, gardens and garages on Chantry Close
Ward:	West Chesterton
Source:	SHLAA
Site Area:	2157
Site History / Use	10 bungalows with associated gardens and parking - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a small predominantly residential road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Potential contamination issues (site occupied by lock up garages)
3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent to the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.21 ha, not large enough for a transit site of four pitches.
6.a. Score	r

6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area and the site is too small.

Site Number:	129
Site Name:	9 - 12 Gerard Close
Ward:	Abbey
Source:	SHLAA
Site Area:	1550
Site History / Use	4 detached bungalows and gardens/amenity space - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, tortuous, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	No known contamination issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.16 ha, not large enough for a transit site of four pitches.
6.a. Score	r
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area and the site is too small.

Site Number:	130
Site Name:	Land at Stanesfield Close
Ward:	Abbey
Source:	SHLAA
Site Area:	2849
Site History / Use	Semi-detached 1950's housing - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, tortuous, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	No known contamination issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.28 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	131
Site Name:	Land adjacent to 79 Fulbourn Road
Ward:	Cherry Hinton
Source:	SHLAA
Site Area:	1941
Site History / Use	Garages
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C1 & C3 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues. The site has reasonable access to the strategic road network.
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential contamination (site occupied by lock up garages and electricity substation
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Refer to EH noise from highway
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties overlook the site from two sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from two sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is close to the edge of Cambridge and not within an existing residential area, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.19 ha, not large enough for a transit site of four pitches.
6.a. Score	r
6.b. Shape of the site	The site narrows at both ends and may not be sufficient for the creation of an access road. This would constrain the development such as to make it unviable.
6.b. Score	r

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that the site is too small and an awkward shape.

Site Number:	132
Site Name:	BP Garage, 452 Cherry Hinton Road & garages behind
Ward:	Cherry Hinton
Source:	SHLAA
Site Area:	2632
Site History / Use	Petrol Station and Garages
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 & C3 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Significant potential contamination (site occupied by lock up garages, petrol station, tanks etc)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Refer to EH noise from highway
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties overlook the site from two sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from two sides and the Territorial Army base overlooks from a third side, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.26 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g

7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	133
Site Name:	41 - 47 Ward Road Cambridge
Ward:	Coleridge
Source:	SHLAA
Site Area:	3248
Site History / Use	Semi-detached 1950's housing and mature back gardens
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 & C3 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, parked up, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	The majority of the site falls within Zone 3 and is unsuitable for permanent provision. This could be suitable for transit pitch provision providing the PPS25 exception test is passed and there are no other sites that are available on land that there is less likely to flood.
3.a. Score	a

3.b. Is there potential contamination on site?	No known contamination issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties abut the site from two sides, this is likely to have a significant impact on existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties abut the site from two sides, this is likely to have a significant impact on the amenity of new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.32 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	134
Site Name:	Lock up garages adjacent to 2 Derwent Close
Ward:	Coleridge
Source:	SHLAA
Site Area:	1878
Site History / Use	Garages
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 & C3 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a small predominantly residential road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential contamination issues (site occupied by lock up garages)

3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround and abut the site and this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround and abut the site and this is likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.19 ha, not large enough for a transit site of four pitches.
6.a. Score	r
6.b. Shape of the site	The site narrows at both ends and may not be sufficient for the creation of an access road. This would constrain the development such as to make it unviable.
6.b. Score	r

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area and the site is too small and an awkward shape.

Site Number:	135
Site Name:	5-15 Tenison Road and land adjacent
Ward:	Petersfield
Source:	SHLAA
Site Area:	1510
Site History / Use	Site is used for a number of uses including student accommodation, light industrial (B1(c)) and warehousing (B8).
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a relatively small predominantly residential, but quite busy, road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Potential contamination issues (site occupied by depot)
3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties overlook the site from the south and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from the south, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. There is a building of local interest on site, and another adjacent to the site. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	

6.a. Size of the site	The site is 0.15 ha, not large enough for a transit site of four pitches.
6.a. Score	r
6.b. Shape of the site	The site is 30m wide and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.
6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due to the fact that the site is a considerable distance from the strategic road network, the site is too small, and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area and the site is too small.

Site Number:	137
Site Name:	Railway depot adjacent to 125a Cavendish Road
Ward:	Romsey
Source:	SHLAA
Site Area:	3020
Site History / Use	Rail depot
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, parked up, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Potential contamination issues (site occupied by railway land)
3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH noise and vibration issues from railway
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties overlook the site from the south and east and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from the south and east, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.3 ha, only large enough for a transit site of four pitches.
6.a. Score	a

6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	142
Site Name:	Mill Road Depot and adjoining properties, Mill Road
Ward:	Petersfield
Source:	SHLAA
Site Area:	26986
Site History / Use	Council Depot
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a predominantly residential, but quite busy, road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Significant contamination on-site given its previous and present uses (smelting works and council depot and railway land)

3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Site adjacent to railway noise assessment will be required
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. There is a Grade II listed building on the site. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough to incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.

6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	143
Site Name:	Abbey Stadium and land fronting Newmarket Road
Ward:	Abbey
Source:	SHLAA
Site Area:	28787
Site History / Use	Football Stadium
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues. The site has reasonable access to the strategic road network.
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	

3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties to the east overlook the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties to the east overlook the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is Green Belt, and development would have to not be harmful to the character of the edge of the city. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	144
Site Name:	Surface Car Park at Castle Hill
Ward:	Castle
Source:	SHLAA
Site Area:	3327
Site History / Use	Car Park
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C1 & C2 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a small, tortuous road that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	The site is overlooked on all sides (residential to the west of the site and offices to the east), this is likely to have a significant impact on existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	The site is overlooked on all sides (residential to the west of the site and offices to the east) and this is likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. The site is located in a mixed use, city centre area with residential uses and commercial uses nearby and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	

6.a. Size of the site	The site is 0.33 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	145
Site Name:	Land adjacent to the Unicorn Pub, Church Lane
Ward:	Trumpington
Source:	SHLAA
Site Area:	2337
Site History / Use	Pub car park and gardens
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a relatively narrow road. The site has reasonable access to the strategic road network.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	There are no known contamination issues
3.b. Score	g

3.c. Are there potential noise problems associated with the site?	Refer to EH noise from pub?
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties opposite front onto the road opposite the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	The public house adjacent to the site has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. The land to the north is Green Belt, and development would have to not be harmful to the character of the edge of the city. The site is on the edge of Cambridge and not within an existing residential area, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.23 ha, potentially not even large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is 28m wide along the road and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.

6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	On balance this site is ruled out; it is thought that the small size of the site, the impact on the surrounding uses, the impact of the surrounding uses on the site and the nature of access to the site would make its development for Gypsies and Travellers unviable.

Site Number:	149
Site Name:	1 Ditton Walk
Ward:	Abbey
Source:	SHLAA
Site Area:	2765
Site History / Use	Warehousing
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a relatively narrow road. The site has reasonable access to the strategic road network.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Site could have contamination issues (occupied by multiple industrial uses)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	No known issues.
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties opposite front onto the road opposite the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Existing industrial uses to the north of the site are likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The land to the west is Green Belt, and development would have to not be harmful to the character of the edge of the city. There are a number of Grade II Listed Buildings to the south of the site. The site is located in a mixed use, area with residential uses and commercial uses nearby; a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.28 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	162
Site Name:	Open space north of the Paul Mellon building
Ward:	Newnham
Source:	SHLAA
Site Area:	3527
Site History / Use	Scrub/trees
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a small, private road that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	There are no known contamination issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	No known issues.
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	No known issues.
4.a. Score	g
4.b. Impact on the amenity of the site from surrounding land uses.	No known issues.
4.b. Score	g
4.c. Impact on local character and appearance of the surrounding area.	The site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. The site is near the edge of Cambridge and not within an existing residential area, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.35 ha, only large enough for a transit site of four pitches.
6.a. Score	a

6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network.

Site Number:	165
Site Name:	Car park east of 1 to 12 Porson Court
Ward:	Trumpington
Source:	SHLAA
Site Area:	3837
Site History / Use	Car Park
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is accessed through the BT site to the south, while the BT site remains in operation there would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Site could have contamination issues (occupied by car park)
3.b. Score	a
3.c. Are there potential noise problems associated with the site?	No known issues.
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Four storey building adjoins and overlooks the site from the south and there is potential for impact on the amenity of existing properties.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Four storey building adjoins and overlooks the site from the south and likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is protected open space, and development would have to not be harmful to the character of this open space. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.38 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.

6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	166
Site Name:	Ridgeons, Cromwell Road
Ward:	Romsey
Source:	SHLAA
Site Area:	23764
Site History / Use	Builders and Timber merchants
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a predominantly residential, but quite busy, road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Significant contamination possible (timber yard adjacent to railway).

3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Yes - noise from the railway. A noise report would be required
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	The site is surrounded by existing and new residential development and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	The amenity of the site could be severely affected by the proximity of the railway. Caravans have far worse insulation from noise than bricks and mortar properties, consequently this site is inappropriate for this use.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough to incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	169
Site Name:	82-90 Hills Road and 62-63 Bateman Street
Ward:	Trumpington
Source:	SHLAA
Site Area:	5822
Site History / Use	Offices, Bank & Language School
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	There are no known contamination issues
3.b. Score	g

3.c. Are there potential noise problems associated with the site?	Traffic noise from Hills Road. Noise assessment required.
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent to the AQMA. This site is in an area of poor air quality and an appropriate air quality assessment will need to be made to ensure that any proposed development will not prejudice the health of new occupants.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	The site is surrounded by residential, commercial and open space and there is potential for impact on the amenity of existing uses.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential and commercial uses abut and overlook the site, these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	Part of the site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. The land to the south is protected open space, and development would have to not be harmful to the character of this open space. The site is located in a mixed use, city centre area with residential uses and commercial uses nearby and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	

6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	171
Site Name:	Shirley Infants School, Green End Road
Ward:	East Chesterton
Source:	County Land - making assets count & SHLAA
Site Area:	8951
Site History / Use	Shirley Infants School (proposals to relocate the school)
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a relatively long and narrow road, manoeuvring caravans down this road could be problematic.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	No known issues
3.b. Score	g

3.c. Are there potential noise problems associated with the site?	No known issues
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	The site backs onto existing residential properties and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	There is overlooking of the site from surrounding properties to the north, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	Development of the site would create a backland development, however the existing school is already of such a form. There are a number of TPOs bordering the site to the south which would need to be considered early on in the process of development.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due to access problems.

Site Number:	172
Site Name:	158 Shelford Road
Ward:	Trumpington
Source:	SHLAA
Site Area:	2896
Site History / Use	Saab garage and servicing centre (owner intends current use to stay for the plan period)
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	No known issues. The site has reasonable access to the strategic road network.
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential contamination (occupied by garage and has petrol tanks)

3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH noise to frontage
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties overlook the site from two sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from two sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is Green Belt, and development would have to not be harmful to the character of the edge of the city. The site is near the edge of Cambridge and on an existing radial route into Cambridge that is predominantly residential in nature, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.29 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is 30m wide and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.
6.b. Score	a

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out as it is not deliverable.

Site Number:	173
Site Name:	Birchs Garage Milton Road
Ward:	Kings Hedges
Source:	SHLAA
Site Area:	4437
Site History / Use	Car dealership
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues. The site has reasonable access to the strategic road network.
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	The junction at Milton Road / Cowley Road is busy and unlikely to be safe for young children to navigate without parental supervision.
2.b. Score	a
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Significant contamination possible (garages)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Parts of the site will be affected by noise from Milton Road and the Guided Busway. A noise assessment would be required with any planning application
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	No known issues.
4.a. Score	g
4.b. Impact on the amenity of the site from surrounding land uses.	Car dealerships to the north and west of the site have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is near the edge of Cambridge and not within an existing residential area, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out as it is not deliverable.

Site Number:	174
Site Name:	Land around The Robin Hood, High Street
Ward:	Cherry Hinton
Source:	SHLAA
Site Area:	2755
Site History / Use	Pub car park and gardens
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C1 & C3 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues. The site has reasonable access to the strategic road network.
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Site could have contamination issues (occupied by car park)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Traffic noise from Fullbourn Road and pub. Noise assessment required.
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties adjoin the site to the north and east and there is potential for impact on the amenity of existing properties.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties adjoin the site to the north and east and the pub abuts to the west, these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is near the edge of Cambridge and not within an existing residential area, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The developable area of the site is not large enough to accommodate a travellers site.
6.a. Score	r
6.b. Shape of the site	The site is 30m wide and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.
6.b. Score	a

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out as the developable area of the site is not large enough to accommodate a Travelers site.

Site Number:	175
Site Name:	Land within Glebe Farm allocation
Ward:	Trumpington
Source:	County Land - making assets count
Site Area:	8515
Site History / Use	Farmland - Housing allocation (the County has advised that the land is not available for a Travellers site)
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is close to the junction of Addenbrooke's Road and Shelford Road. The site has reasonable access to the strategic road network.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH

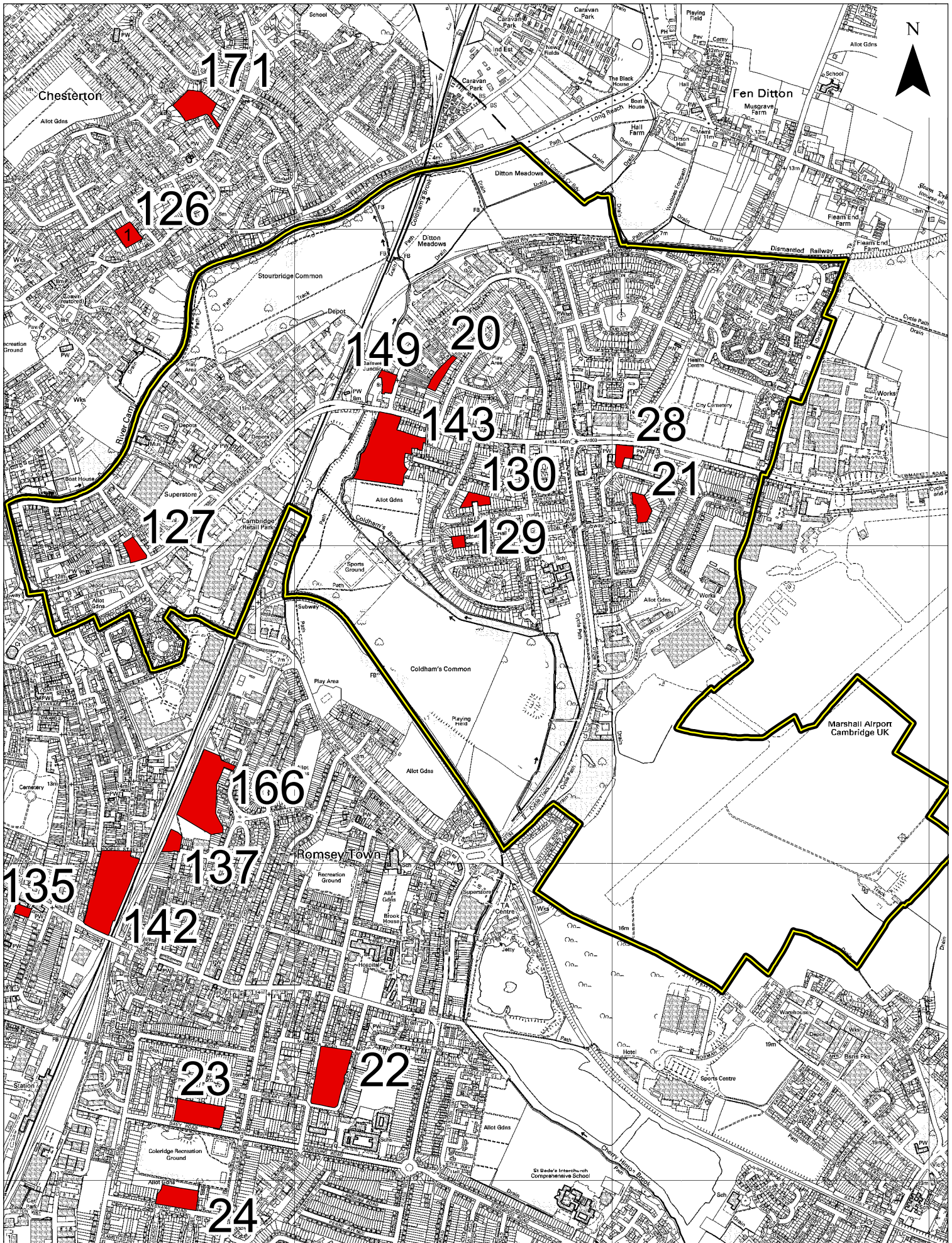
3.b. Score	
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties adjoin the site to the north and east and there is potential for impact on the amenity of existing properties.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties adjoin the site to the north and east and the pub abuts to the west, these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The land to the south of the site is Green Belt, and development would have to not be harmful to the character of the edge of the city.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is a slightly awkward shape that could act as a constraint on its development.
6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out as it is not deliverable.

Appendix 3: Maps of sites that failed detailed assessment against criteria – by ward

Site Number	Site Name	Ward
20	Large Gardens at Ditton Fields	Abbey
21	1-20 Latimer Close	Abbey
28	East Barnwell Community Centre	Abbey
127	West's Garage, 217 Newmarket Road	Abbey
129	9 - 12 Gerard Close	Abbey
130	Land at Stanesfield Close	Abbey
143	Abbey Stadium and land fronting Newmarket Road	Abbey
149	1 Ditton Walk	Abbey
2	Land at Aylesborough Close	Arbury
120	162 - 184 Histon Road	Arbury
119	Land to the r/o 82-90 Richmond Road	Castle
144	Surface Car Park at Castle Hill	Castle
131	Land adjacent to 79 Fulbourn Road	Cherry Hinton
132	BP Garage, 452 Cherry Hinton Road & garages behind	Cherry Hinton
174	Land around The Robin Hood, High Street	Cherry Hinton
22	Properties at Suez, Hobart & Marmora Roads	Coleridge
23	2 - 28 Davy Road	Coleridge
24	11 - 31 Fanshawe Road	Coleridge
133	41 - 47 Ward Road Cambridge	Coleridge
134	Lock up garages adjacent to 2 Derwent Close	Coleridge
50	Old Park & Ride, Cowley Road	East Chesterton
126	Land adjacent to and behind 195 High Street, East Chesterton	East Chesterton
171	Shirley Infants School, Green End Road	East Chesterton
14	Campkin Road No. 98-144	King's Hedges
15	Edgecombe Flats Crowland Way	King's Hedges
173	Birchs Garage Milton Road	King's Hedges
123	Owlstone Croft, Owlstone Road	Newnham
124	Croftgate, Fulbrooke Road	Newnham
125	Land between 18-23 Wordsworth Grove	Newnham
162	Open space north of the Paul Mellon building	Newnham
135	5-15 Tenison Road and land adjacent	Petersfield
142	Mill Road Depot and adjoining properties, Mill Road	Petersfield
137	Railway depot adjacent to 125a Cavendish Road	Romsey

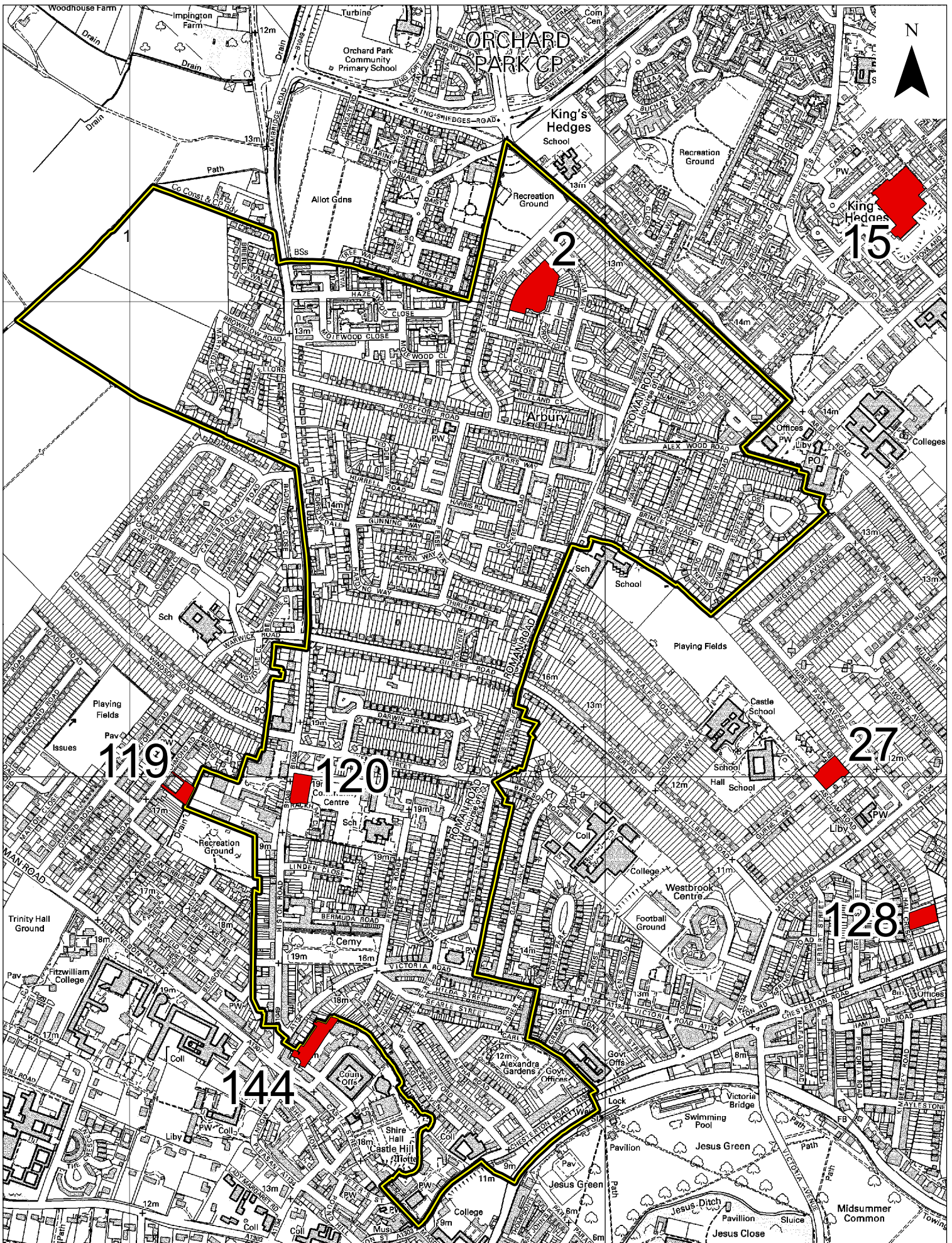
166	Ridgeons, Cromwell Road	Romsey
121	Bishops Court	Trumpington
122	Apple Court, Newton Road	Trumpington
145	Land adjacent to the Unicorn Pub, Church Lane	Trumpington
165	Car park east of 1 to 12 Porson Court	Trumpington
169	82-90 Hills Road and 62-63 Bateman Street	Trumpington
172	158 Shelford Road	Trumpington
175	Land within Glebe Farm allocation	Trumpington
27	Roger Ascham Libraries Building	West Chesterton
128	Bungalows, gardens and garages on Chantry Close	West Chesterton



Abbey

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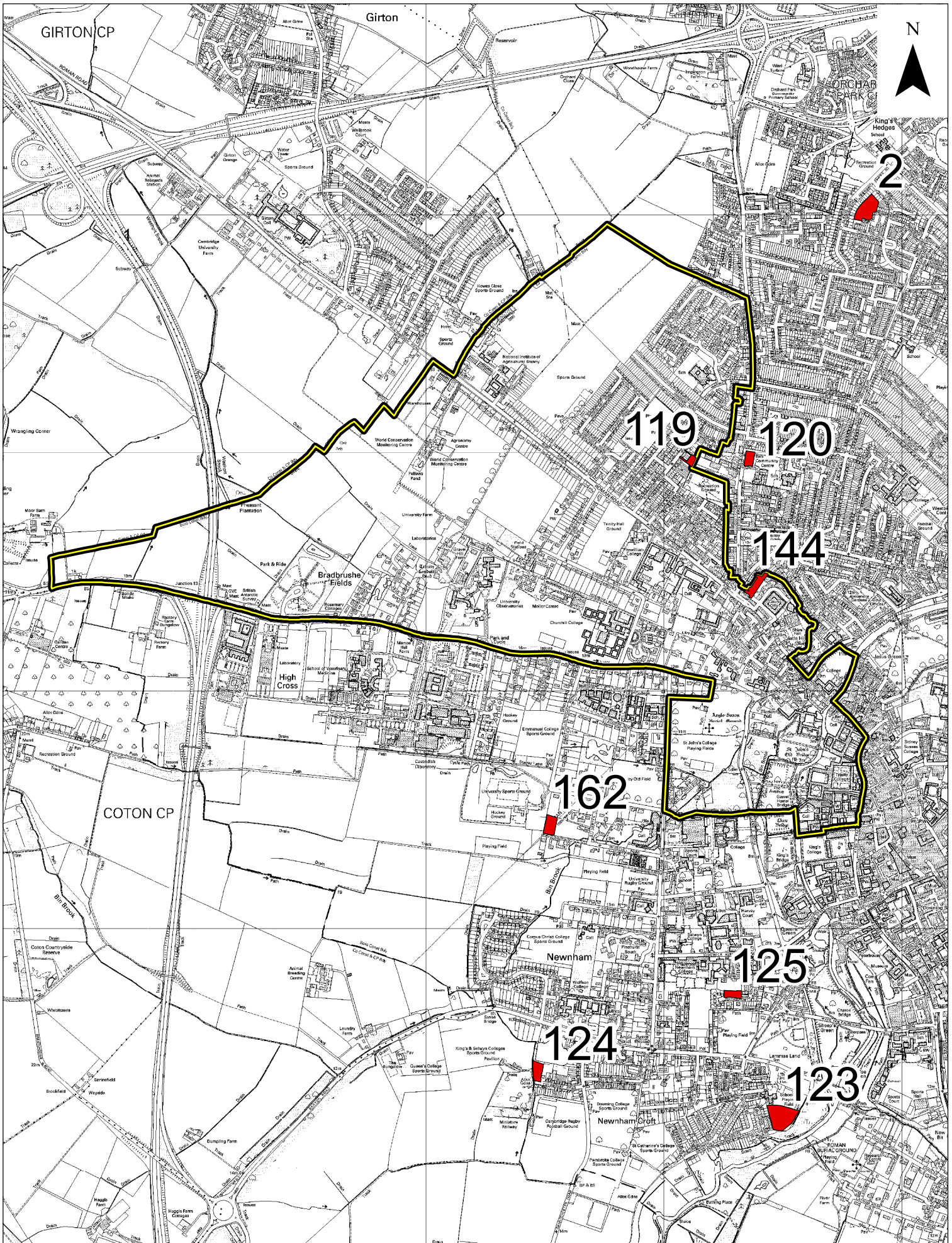
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Arbury

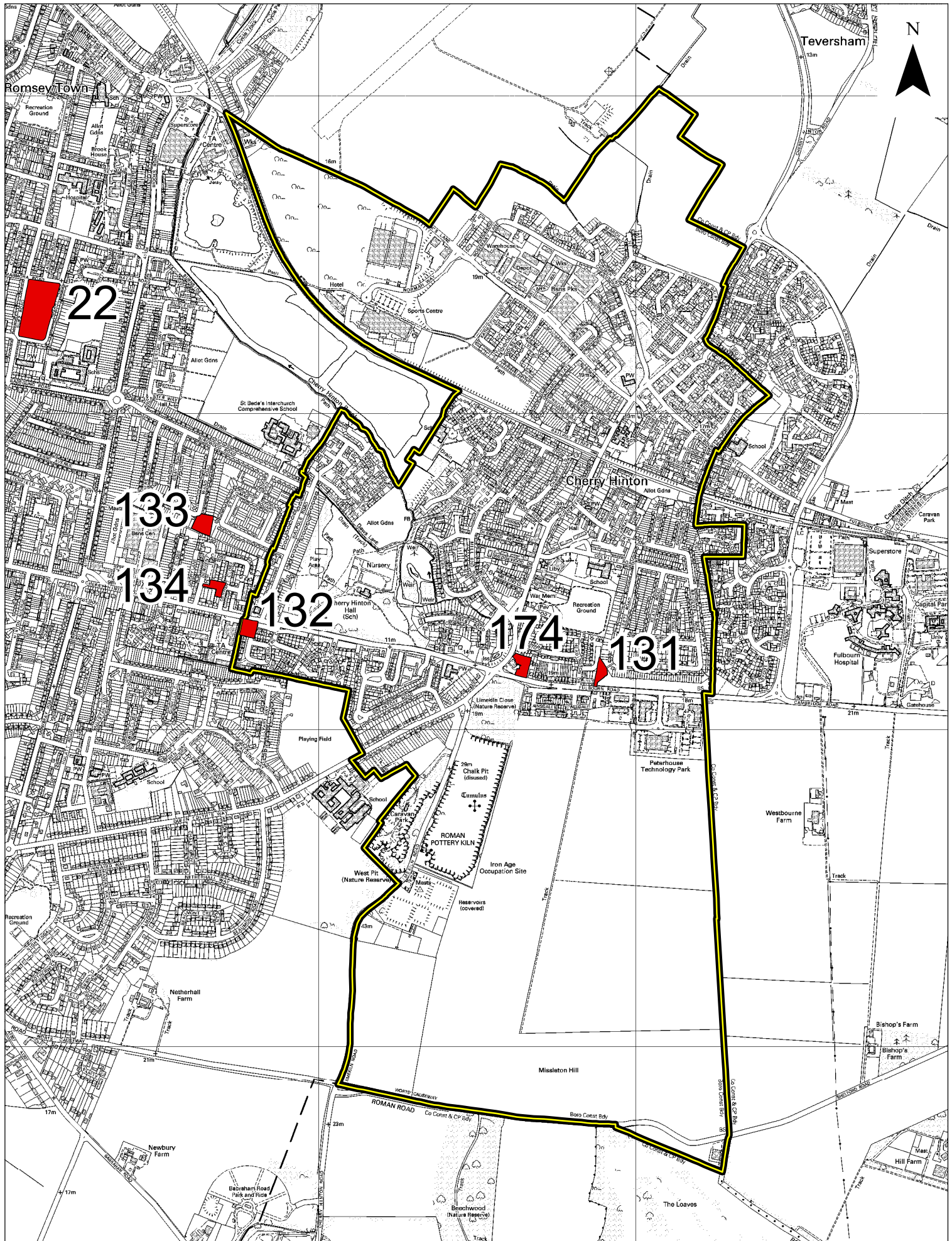
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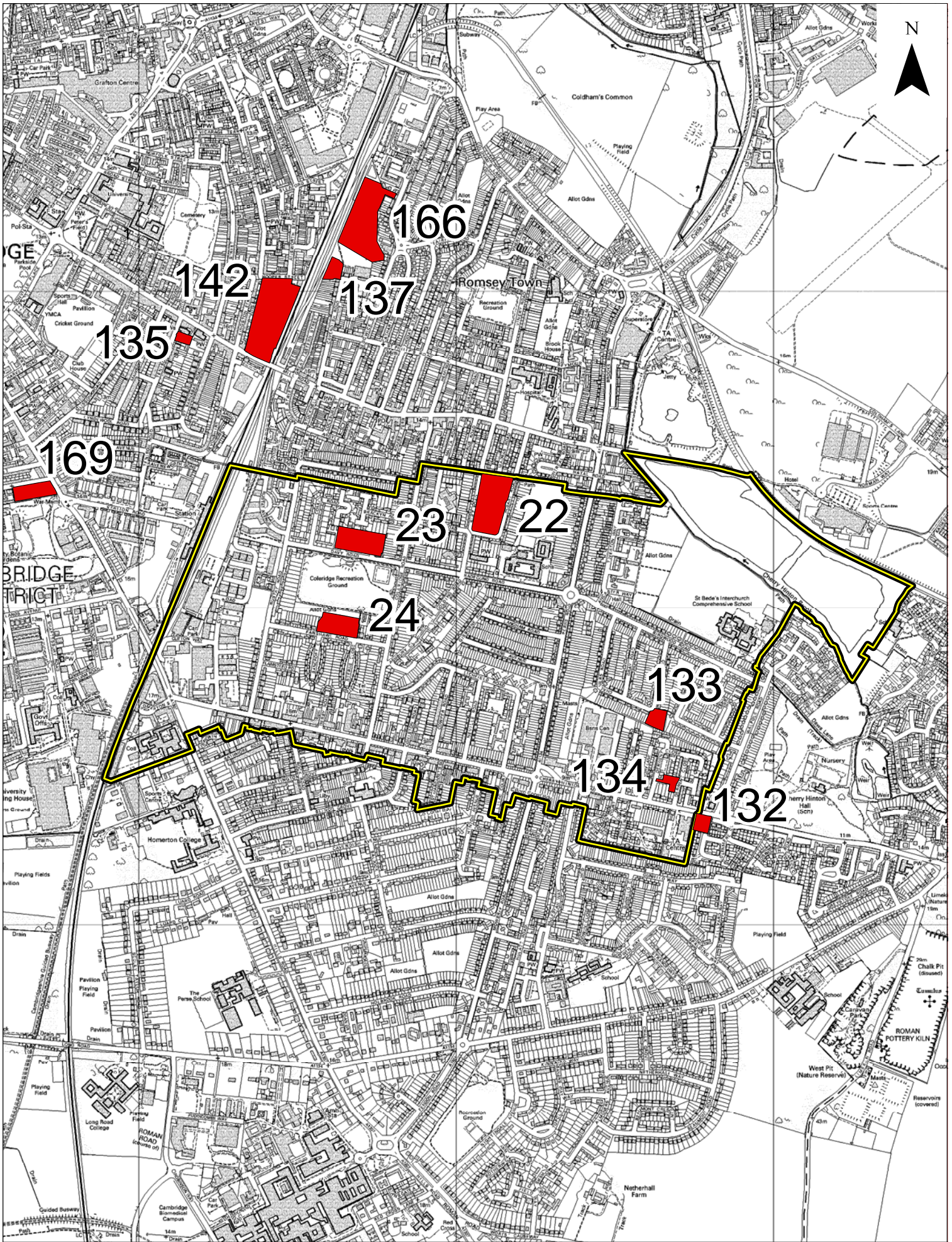
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Cherry Hinton

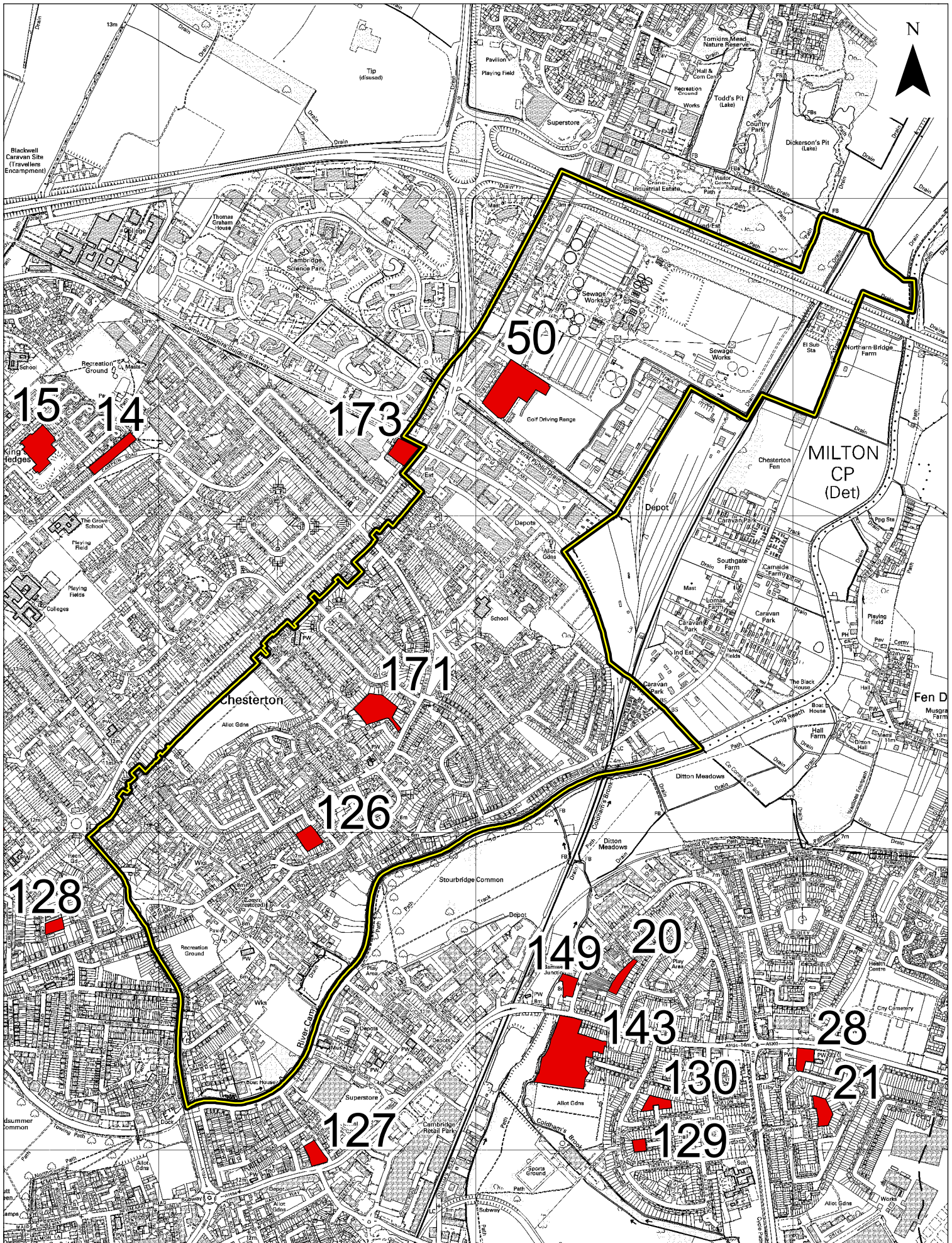
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Coleridge

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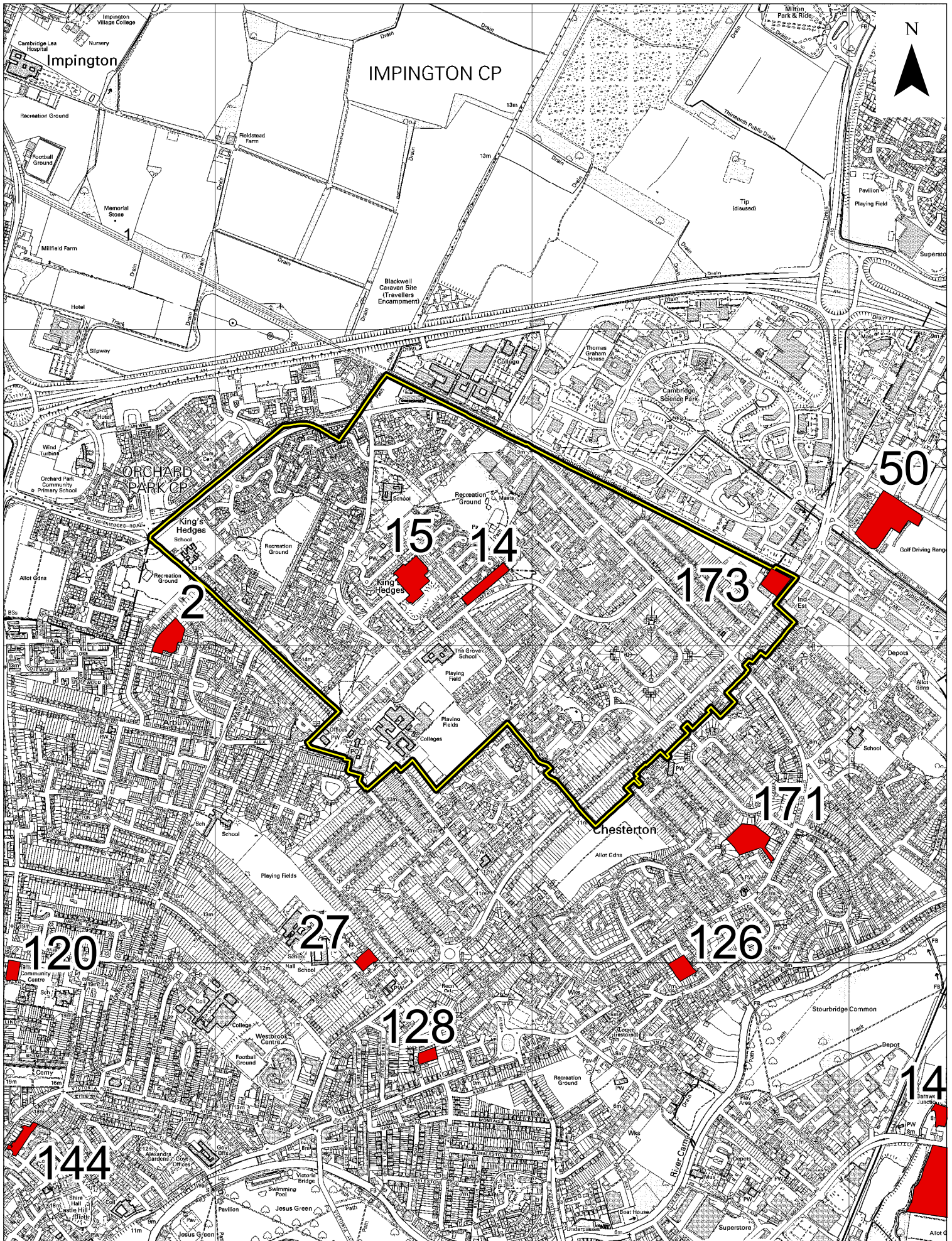
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East Chesterton

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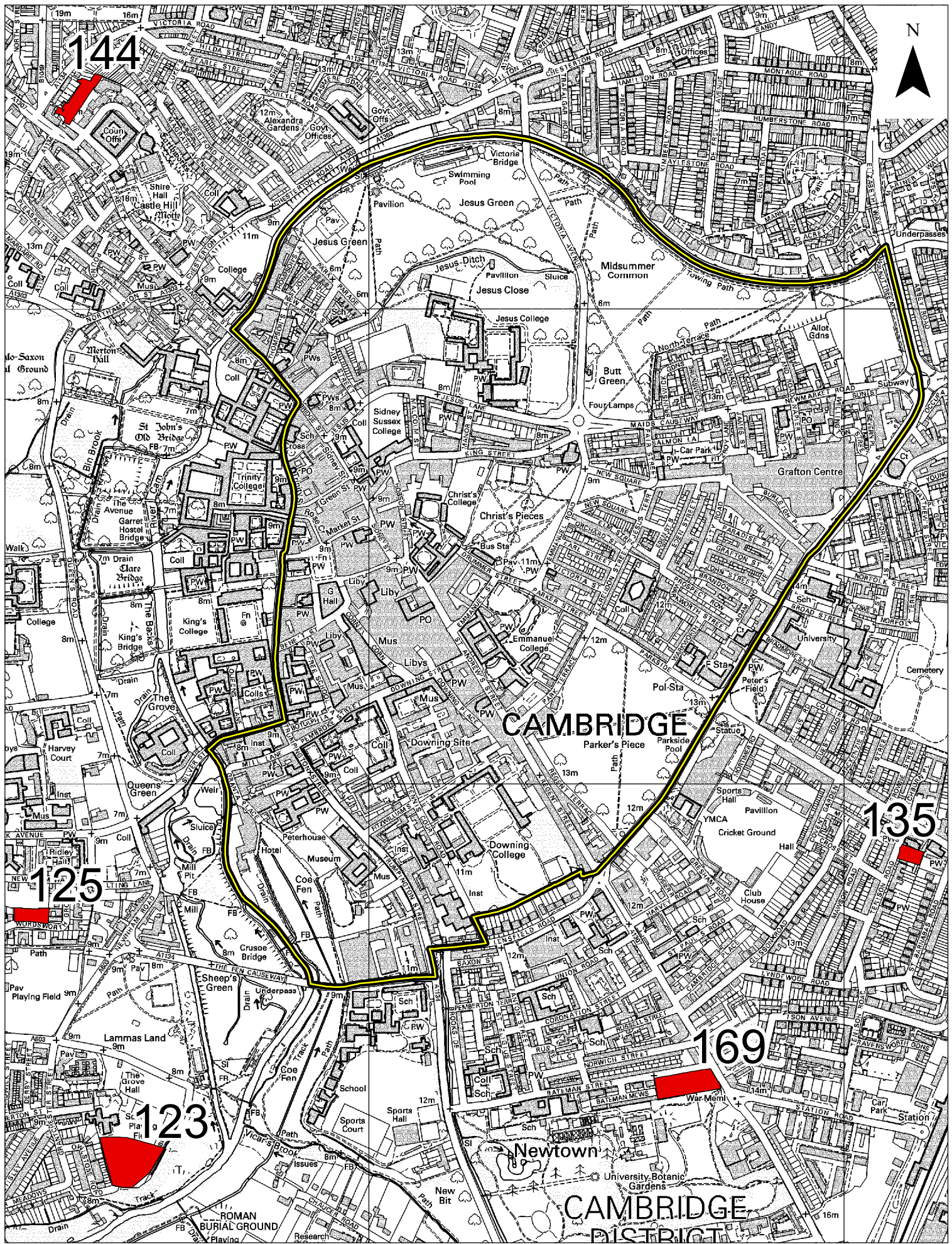
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King's Hedges

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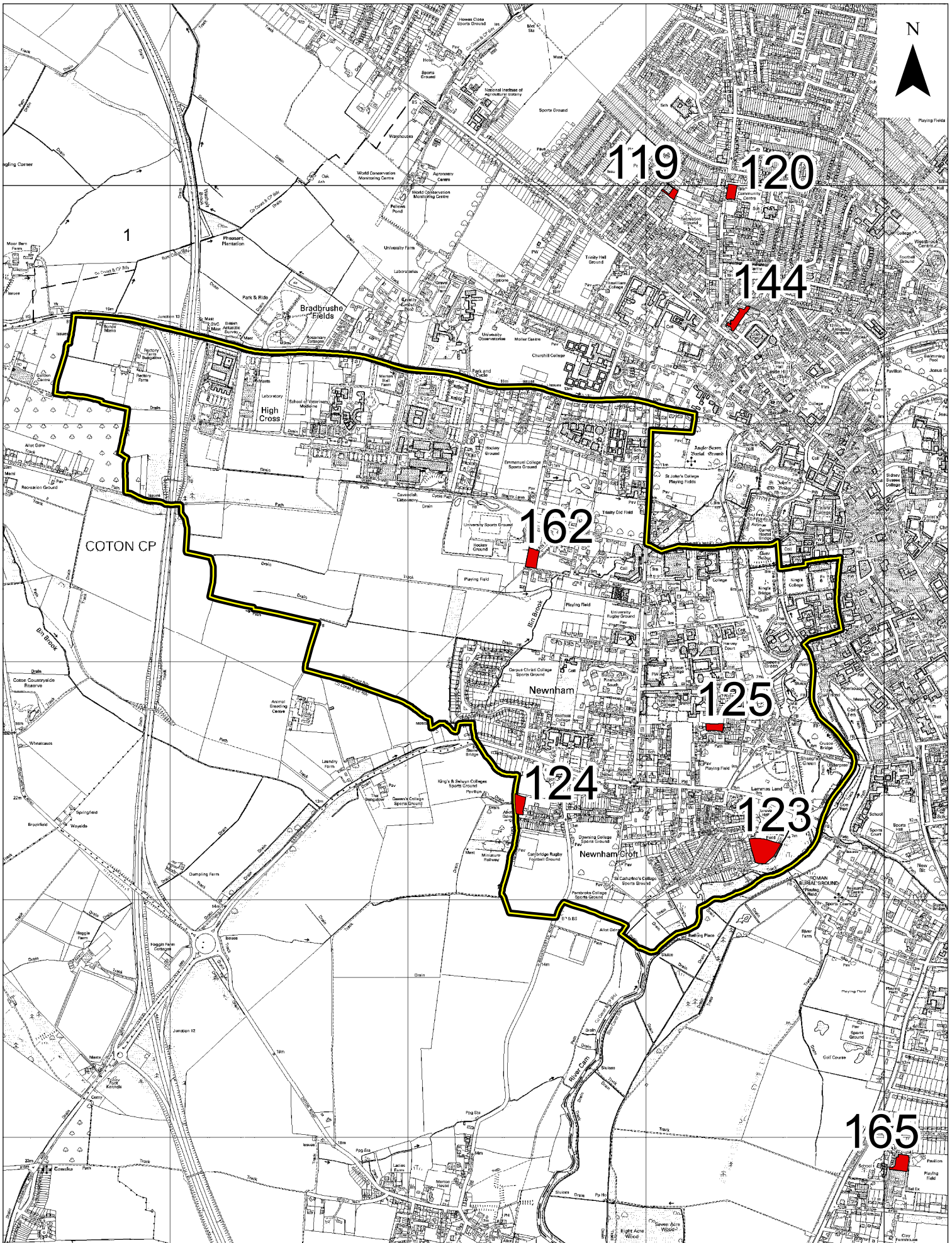
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Market

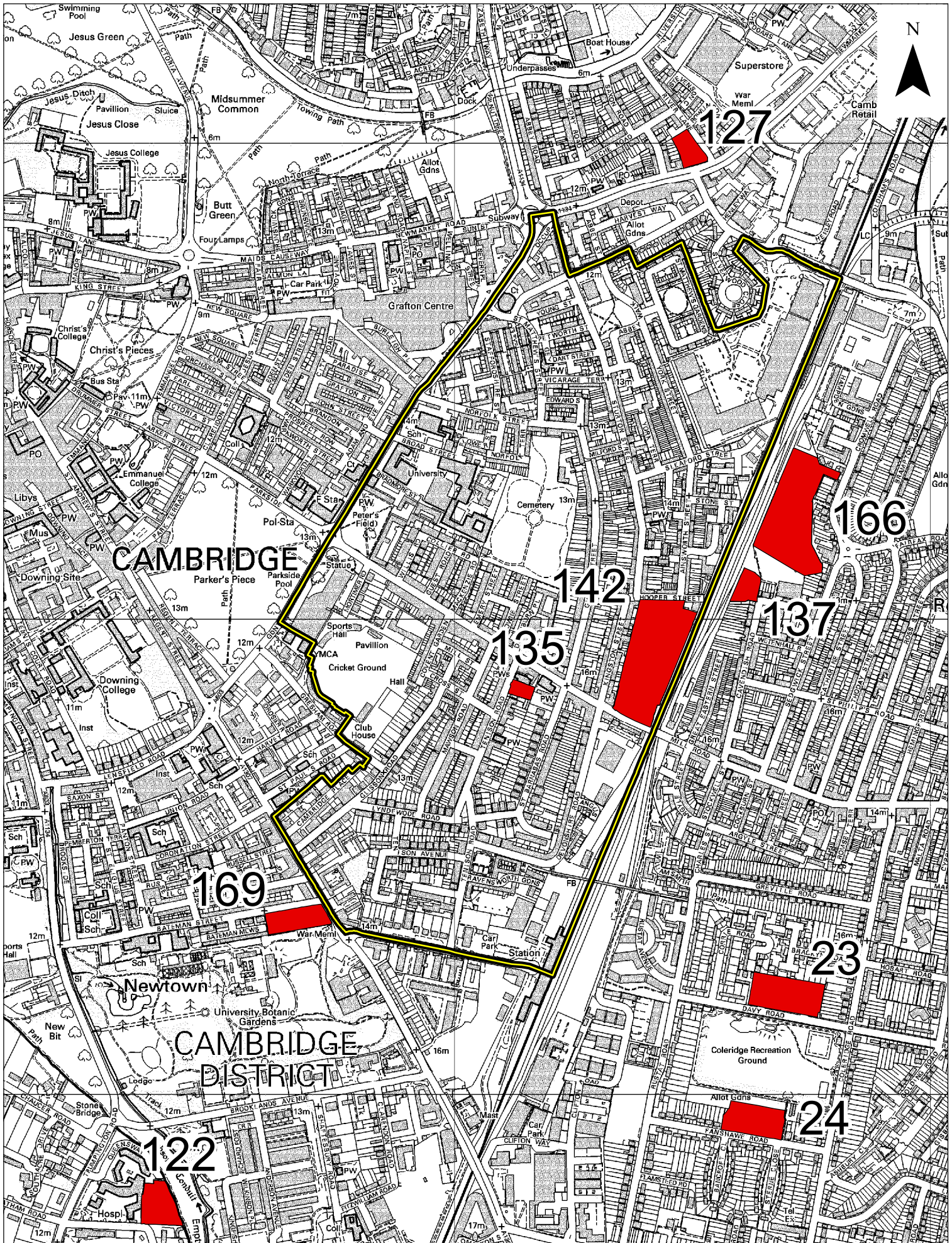
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Newnham

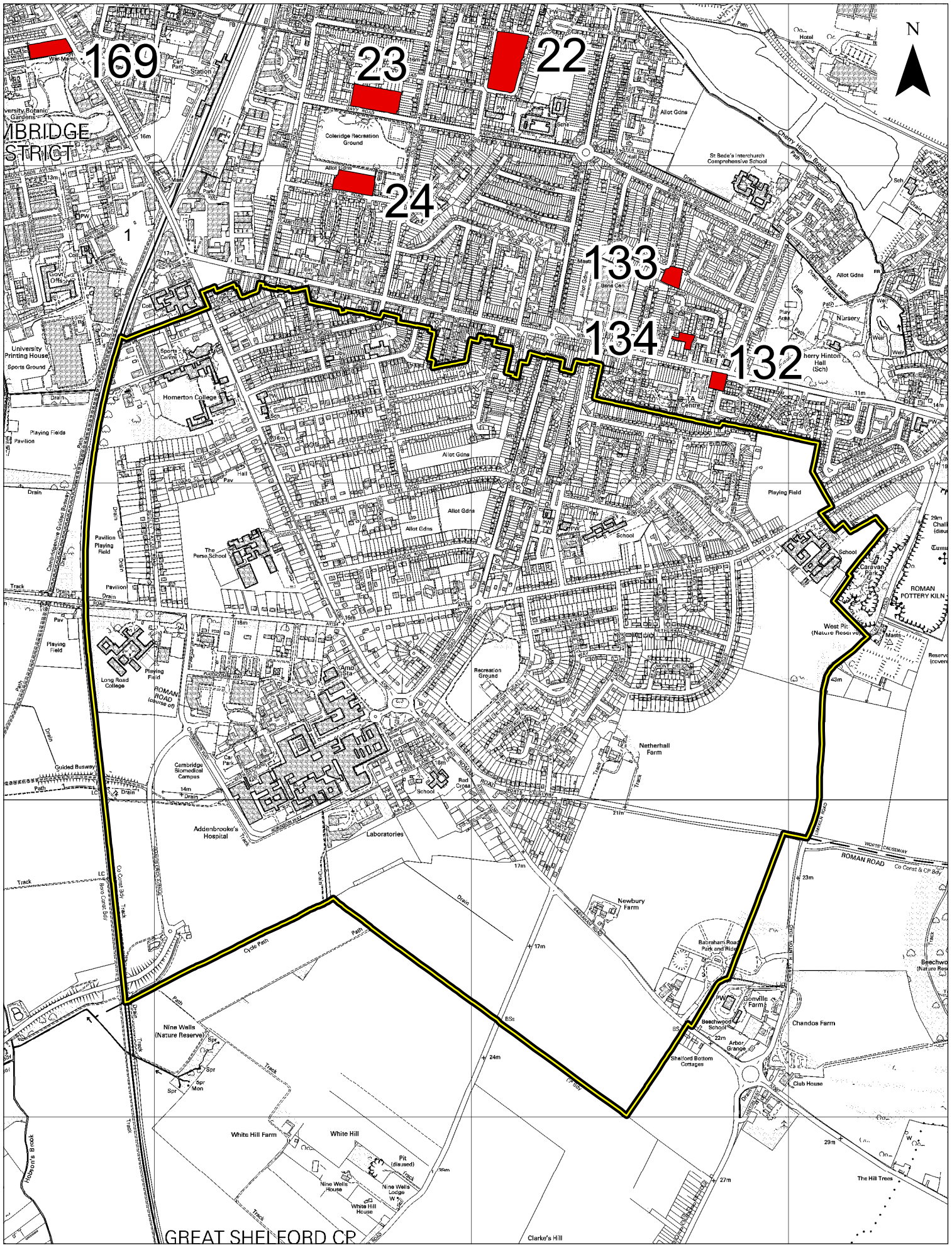
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Petersfield

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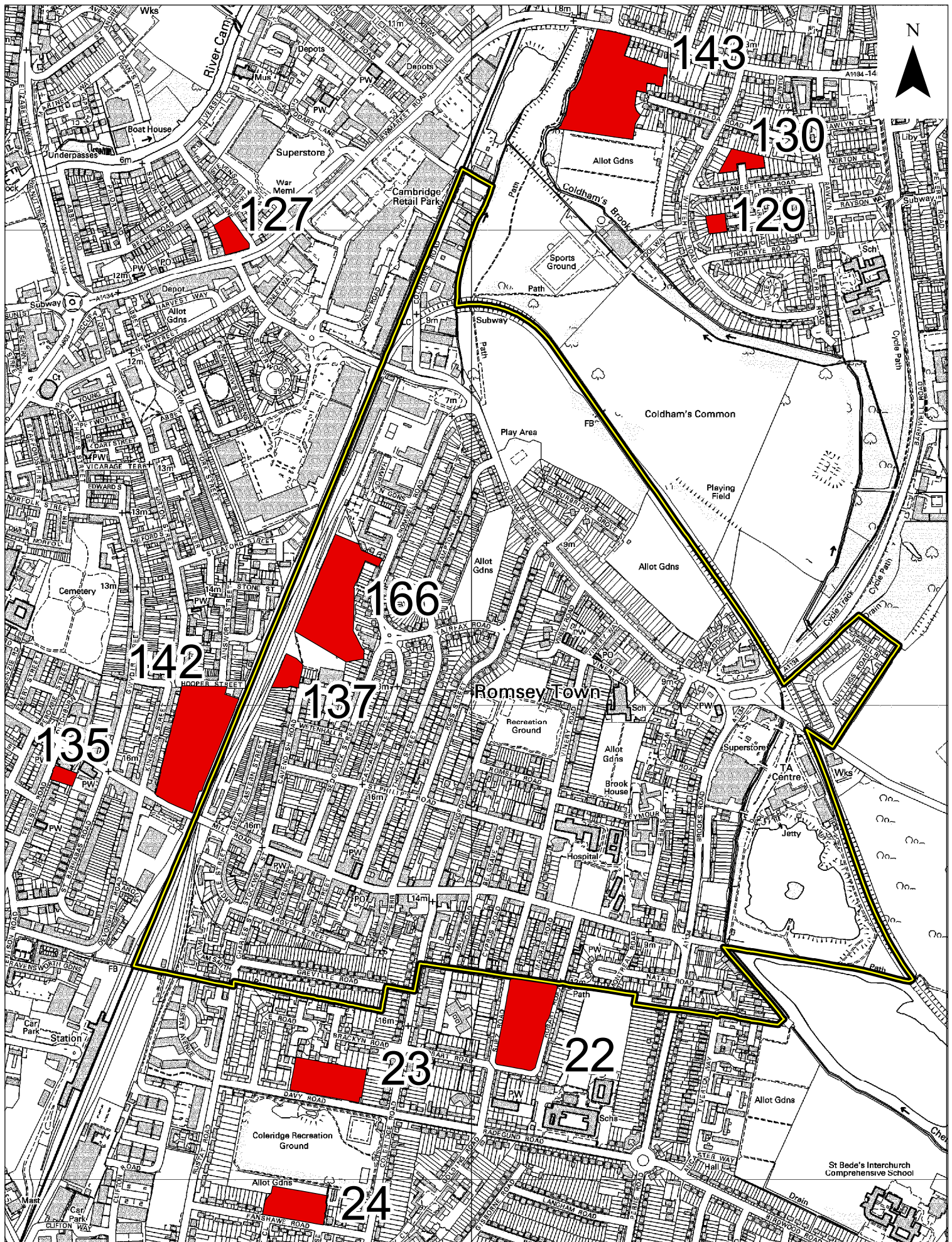
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Queen Edith's

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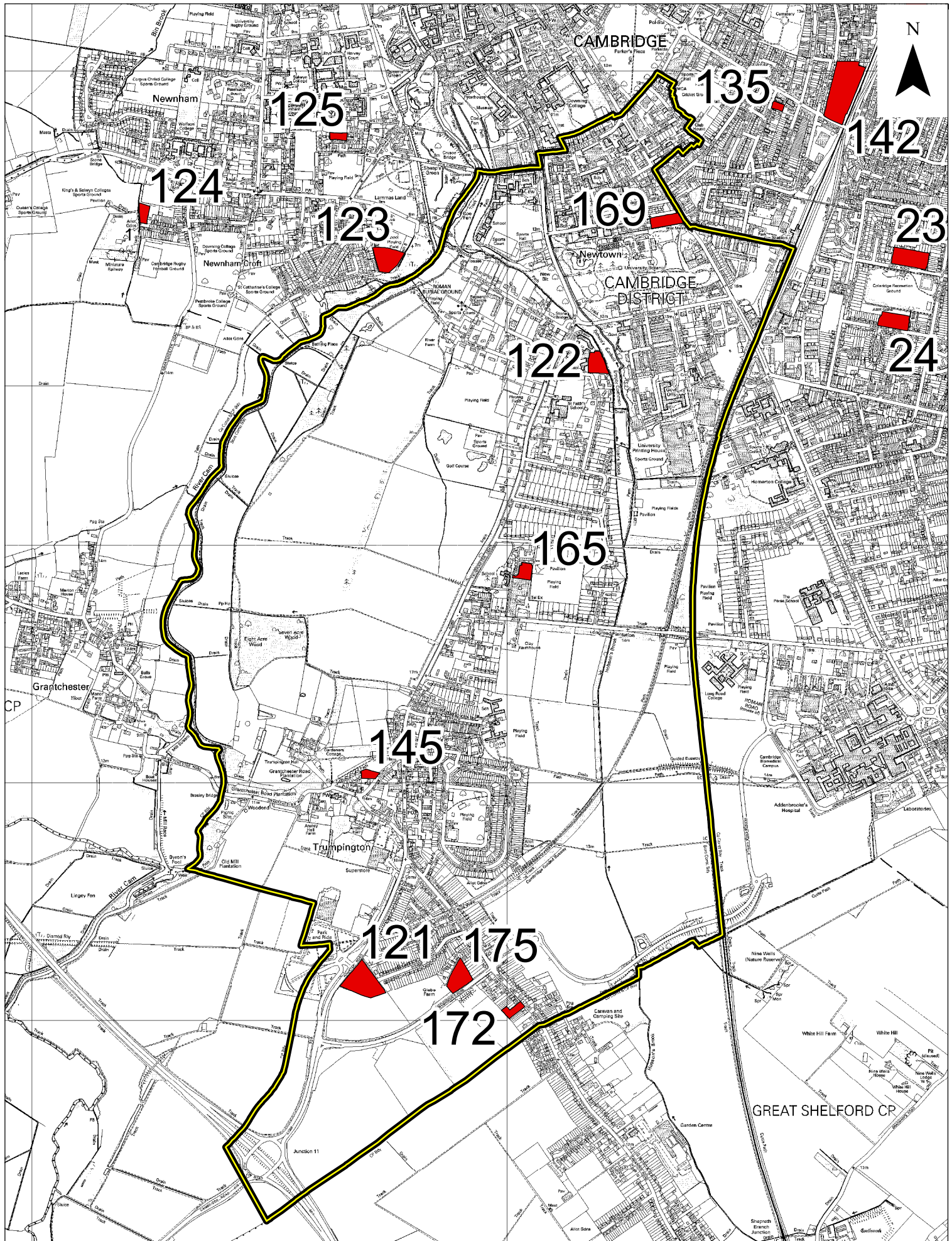
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Romsey

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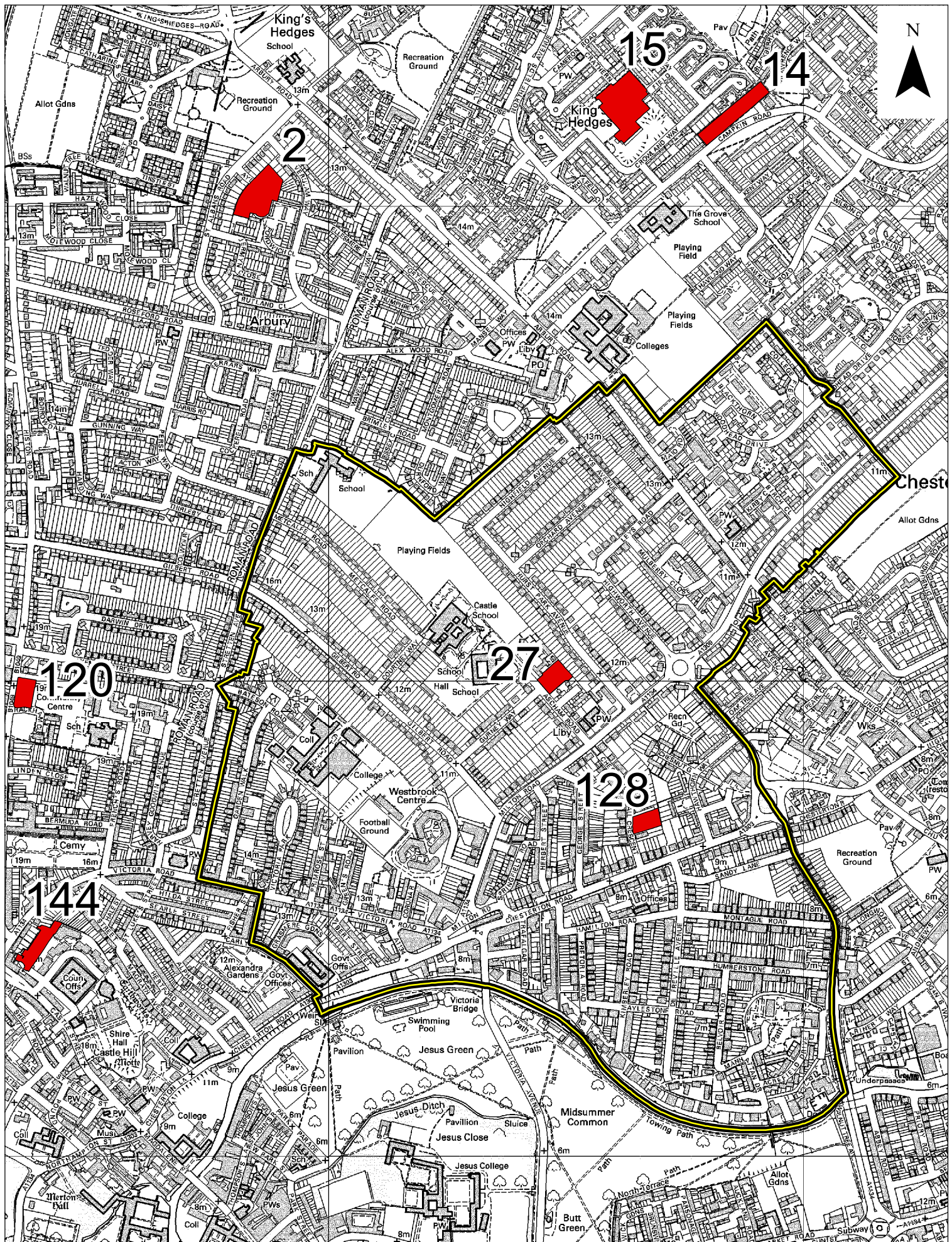
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Trumpington

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West Chesterton

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Glossary

Emergency Stopping Place: Authorised developments intended for very short use; overnight with a maximum of 28 days. The facilities at such places would normally be minimal.

Gypsies and Travellers: 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 showpeople or circus people travelling together as such.

Pitch: A pitch can contain more than one caravan and can roughly be equated with a household.

Transit Site: Authorised developments intended to meet the needs of those families moving around, particularly during the summer months. Transit sites have basic facilities; less than one would expect on a permanent authorised development but more than that found on an emergency stopping place. They can only be occupied for a fixed, short, period of time.

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

Travellers: Gypsies and Travellers and Travelling Showpeople as defined above.