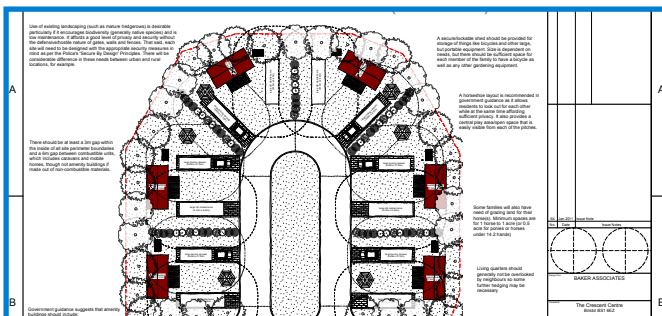


# Dorset-wide Gypsy, Traveller and Travelling Showpeople Site Allocations Joint Development Plan Document

Consultation – November 2011

## Sustainability Appraisal - Issues and Preferred Site Options



Produced by Baker Associates on behalf of Dorset councils



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## 1 Introduction

- 1.1 This is the sustainability appraisal statement of the initial stage of the Dorset-wide Gypsy and Traveller (including Travelling Showpeople) Site Allocations Joint Development Plan Document (DPD). This DPD will be part of the Dorset authorities Local Development Frameworks (LDF).
- 1.2 The Issues and Preferred Site Options Report and the sustainability appraisal (SA) have both been undertaken by Baker Associates. This has allowed an iterative process to be followed, whereby the sustainability appraisal of sites and the strategic approach to delivering development has been integrated into the method and outputs of the initial site selection process.
- 1.3 This SA Report is only an initial appraisal document, therefore it is quite brief in its coverage of issues. The intention is to provide an overview of the sustainability appraisal process and findings and not dwell on the process stage of SA.
- 1.4 Later stages of the SA reporting for the DPD will need to comply with the regulatory requirements of the Strategic Environmental Assessment Directive.
- 1.5 This report contains a:
- Summary of the findings of the scoping report and the issues identified for gypsies and travellers in Dorset;
  - A sustainability framework for assessing the site options and strategy;
  - An appraisal of the criteria used in selecting the preferred Gypsy and Traveller sites and site appraisal.
- 1.6 This sustainability statement is not intended to find the most ‘sustainable’ site and is simply to provide an additional level of information to aid in the Council’s site selection process.
- 1.7 A scoping report has been prepared for the SA of the LDF by Baker Associates. This sets the background material necessary for the SA and should be read in conjunction with this report for a fuller picture (topic paper 3).

## 2 Method of SA

2.1 The task of the SA is to document the SA of sites that has been completed to date as part of the preparation of the DPD on Gypsy and Traveller sites. This has so far consisted of two stages. These stages are:

- Using SA criteria to develop the criteria for site selection;
- SA of the emerging short-list of preferred sites.

### **Using SA to develop site selection criteria**

2.2 This part of the sustainability appraisal process is integrated into the process of site evaluation. There is a need for sustainability appraisal to inform the selection of preferred sites for development.

2.3 Integrating sustainability into the process of site selection from the earliest opportunity will help choose sites that contribute to more sustainable development throughout Dorset. Demonstrating how sustainability has informed the selection of short-list of sites from alternatives is also an important part the sustainability appraisal process. The purpose is not only to satisfy regulatory requirements of Strategic Environmental Assessment, but also good practice in the iteration of options to allow sustainable choices to be made.

2.4 The first stage of assessment was to use the sustainability objectives to check the coverage of the site selection criteria. An evaluation of the criteria against the sustainability objectives, identified in section 4 and 5, was undertaken to help make sure that no matters of importance to identifying sustainable sites were left out of the considerations for site selection. Section 6 contains more details on this and the compromises that had to be made given the type of sites promoted for development and the availability of information. More details on site selection can be found in background documents to the DPD available on the Dorsetforyou website.

### **SA of the short-list of sites**

2.5 At this stage the task is to undertake a more thorough examination of the sites that were the output of the site selection sieving. The shortlisted sites were assessed against a revised set of sustainability objectives that reflect the matters that are important in choosing sustainable sites, and relate to the information that is available at this stage in the site assessment. It should be noted that at this stage the sites have not been subject to full site survey, other than for landscape impacts. This may mean that some site specific issues, such as ecological value, are not yet known.

2.6 Each site was also appraised using the indicators and information gathered for site appraisal. This is shown in section 6.

2.7 A final section of this SA report includes considerations for moving on with preparation of the DPD and the delivery of Gypsy and Traveller sites.

### 3 Background information on Gypsy and Traveller needs in Dorset

#### Introduction

- 3.1 Planning for Gypsies and Travellers presents a number of sustainability challenges that the identification of sites can seek to address.
- 3.2 Gypsy and Traveller communities have long been subject to social exclusion. National statistics show for that for these communities on average education performance, life expectancy and general health is lower than for settled communities. In part this is caused by lack of access to schools and health facilities. However, these impacts are also exacerbated by lack of secure sites meaning communities often are under pressure from the threat of eviction and the need to move frequently. This means there is less opportunity to put down roots and make connections with local schools and doctors. This can particularly impact on children's education.

#### Background information

- 3.3 A report looked specifically at the Dorset Gypsy and Traveller sites and the needs in the County<sup>1</sup>. This found the varying needs across the county, for instance in north Dorset there is a need for temporary sites around the time of the Great Dorset Steam Fair.
- 3.4 Gypsies and Travellers are made up of a number of separate communities with very different needs and lifestyles. In the accommodation survey the respondents were asked to self-identify in one of six categories these were:
- English Gypsies/Romanies
  - Irish Travellers
  - New Travellers
  - Scottish/Traveller-Gypsies
  - Showmen (not included in the statutory definition of Gypsy and covered by separate circulars due to distinct needs)
  - Other – the majority of which are assumed to actually be 'new travellers'.
- 3.5 Only Romany Gypsies and Irish Travellers are legally recognised as ethnic groups and protected from discrimination by the Race Relations Act (1976, amended 2000) and the Human Rights Act (1998).
- 3.6 The UK census has not yet identified Gypsies and Travellers as a separate racial group, therefore there is no exact data available on the size of the population in the UK. Estimates of UK populations is 40,000 individuals living in caravans, and up to 300,000 if those in conventional housing are included.

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<sup>1</sup> Anglia Ruskin University (2006) *Gypsy and Traveller Accommodation Needs Assessment*

- 3.7 Evidence indicates that the Dorset Gypsy and Traveller population is particularly transient in the summer months, creating the need for transit rather than long-stay accommodation. The survey found Gypsy and Irish Traveller population is the most seasonally transient, focusing in and around the eastern conurbation, events such as the Steam Fair, along the A31. New Traveller population was more stable with longer stay and generally larger encampments.
- 3.8 In 2005 there were five council owned Gypsy and Traveller sites in the Dorset, Bournemouth and Poole area. However, there has been a continuing decline in council pitches, with sites that function less well having the number of available pitches reduced from their overall potential capacity. This site operating at reduced capacity is Coldharbour. Sites with older residents or occupied by related families appear to function well, such as Thornicombe and Piddlehinton.
- 3.9 There are also private authorised sites in Dorset, mostly owner-occupied. These sites represent 19% of total caravan numbers, at about 15 caravans.
- 3.10 There are also unauthorised and roadside sites. From the official counts in Dorset these number space for around 76 caravans (2002-2004). With clusters of sites around Christchurch, Weymouth, Blandford Forum and Shaftsbury. There are two types of unauthorised site:
- Caravans on Gypsy or Traveller owned land that are occupied without planning permission, some sites are 'tolerated' even if enforcement action is being pursued;
  - 'Unauthorised encampments' on land owned by others, such as car parks or highway land. These may be subject to policy action under 1994 Criminal Justice Act. 44% of Dorset roadside respondents had been evicted more than five times in last five years.
- 3.11 Accommodation needs assessments have been used to identify what the pitch requirements are in the Dorset authorities. For this study the figures are shown in table 3.1, with the grey column indicating the objectives for this DPD.



**Table 3.1: Gypsy and Traveller pitch requirement**

Authority	2006 GTAA  Residential and Transit	RSS Sec of State's Proposed Modifications July 2008 (Table 4.3)		Dorset Authorities Response (Joint Committee Oct 2008)	
		Residential	Transit	Residential	Transit
<b>Bournemouth</b>	48-51	28	12	13	12
<b>Christchurch</b>	48-51	33	16	12	16
<b>East Dorset</b>	88-92	50	30	13	20
<b>North Dorset</b>	165-168	37	20	20	20(*)
<b>Poole</b>	48-50	35	8	13	8
<b>Purbeck</b>	79-83	44	21	20	21
<b>West Dorset</b>	80-84	44	22	20	22
<b>Weymouth and Portland</b>	29-30	0	25	0	25
<b>Dorset</b>	<b>585-609</b>	<b>271</b>	<b>154</b>	<b>111</b>	<b>144(*)</b>

(\*) Plus 100 pitches for Steam Fair

After 2011, a compound growth of 3% per annum on residential pitches has been proposed

### Review of policies and guidance

3.12 Circular 01/06 Planning for Gypsy and Traveller Caravan Sites (2006) states that sufficient sites must be allocated within LDFs (namely in the site allocations DPDs). Some key messages from the Circular, which should be taken into account through the SA, include:

- The need to recognise, protect and facilitate a traditional way of life while creating sustainable, respectful and inclusive communities;
- The particular need to take account of highways considerations, as well as the potential for noise and other disturbance (including from the movement of vehicles);
- The need to avoid significantly contaminated land, but recognise that the reuse of previously developed land or derelict land can have positive impacts on the environment and openness;
- The benefit of locating sites on the outskirts of built up areas;
- Rural or semi rural areas may be acceptable; and
- The need for sites to respect the scale of and not dominate the nearest settled community.

3.13 The baseline and review of plans and programmes identifies key issues for the Dorset population including Gypsy and Traveller communities. These issues are:

- Insufficient allocation of long-term sites for Gypsies and Travellers can have an adverse impact on health and wellbeing of these groups, this includes having an address to use when accessing services, disruption from frequent eviction and unauthorised sites being potentially unsafe;
- Gypsy and Traveller sites must have good access to health and education services;
- Unauthorised sites can have an adverse impact on local communities and the wellbeing of nearby settled residents;
- Existing open space for sport and recreation needs to be protected for unsuitable development. New housing, including Gypsy and Traveller sites, should have access to open space.

## 4 The sustainability framework

### Sustainable Development

- 4.1 In order to undertake the sustainability appraisal (SA) and to assist in explaining its findings, it is necessary to establish what is meant by sustainable development. In the scoping report a sustainability framework was developed to define sustainable development in relation to spatial planning.
- 4.2 Information on how the framework was defined is set out in the SA Scoping Report available on the Dorsetforyou website.
- 4.3 The Sustainability Framework, as shown in table 4.1, consists of fourteen headline and one cross-cutting sustainability objectives.

**Table 4.1: Sustainability Framework**

<b>Cross-cutting objective for Climate Change</b>		
Ensure development responds to the impacts and causes of climate change by integrating mitigation and adaptation approaches in new development		
<b>Headline</b>	<b>Objective</b>	<b>Sub-objectives</b>
Community	Support and promote the distinctive character of Gypsy and Traveller communities as well as fostering cohesion with settled communities	<ul style="list-style-type: none"> <li>allow the settled and Gypsy and Traveller communities to be involved in the planning decisions that effect them</li> <li>help support Gypsy and Traveller communities and retain family groups</li> <li>help in creating development of the type and design that can help avoid adverse impact on the community, such as development that deters anti-social behaviour</li> <li>help support cultural events related to the Gypsy and Traveller and showpeople communities</li> </ul>
Accessibility*	Allow equitable access for all to jobs, services and facilities they need, in a way that reduces reliance on car use	<ul style="list-style-type: none"> <li>reduce disparities in access to services through a combined approach of suitable facility and service provision and public transport links</li> <li>ensure that Gypsy and Traveller sites have good access to health and education services</li> <li><i>reduce reliance on car use to help reduce greenhouse gas emissions</i></li> </ul>
A place to live	Provide a range of types and tenures of pitch sites that allows Gypsy and Traveller communities to meet their housing needs	<ul style="list-style-type: none"> <li>ensure there are sufficient pitch sites to meet the needs of permanent and transient Gypsy and Traveller communities</li> <li>provide a range of pitch sites to meet the diverse needs different communities and family groups</li> <li>build new public permanent pitch sites following good practice guidelines with input from future resident groups</li> </ul>

Employment	Help residents of new Gypsy and Traveller sites get access to suitable jobs and skills training	<ul style="list-style-type: none"> <li>• promote local employment to reduce people's need to travel to find work</li> <li>• help provide accessible skills training to aid access to work</li> </ul>
Air*	To reduce all forms of air pollution in the interests of local air quality and the integrity of the atmosphere to protect from climate change	<ul style="list-style-type: none"> <li>• help reduce reliance on car travel by making sure there are real viable alternatives available for all people</li> <li>• help to reduce energy use in new development</li> <li>• <i>help reduce greenhouse gas emissions through reducing car travel, waste management and reduce energy demand from non-renewable resources</i></li> </ul>
Health, safety and security*	To improve health and wellbeing by encouraging more healthy lifestyles, and protecting people from risk that may impact on their health and/or safety	<ul style="list-style-type: none"> <li>• protect people from the negative health impacts of polluted air and water</li> <li>• ensure equitable access to health services</li> <li>• ensure that new sites are designed in such a way as to reduce crime and fear of crime</li> <li>• protect people from the risks of unstable or contaminated land</li> <li>• ensure new sites are not in areas at known risk of flood</li> <li>• avoid locating development in areas adversely impacted by noise (existing or planned), especially at night</li> <li>• enhance opportunities for healthy living and help support more healthy lifestyles through access to open space and prioritised cycling and walking routes</li> <li>• <i>protect people from the negative impacts of climate change, such as increased summer temperatures, adverse weather and flooding, through the design and location of new development.</i></li> <li>• <i>ensure that appropriate flood risk protection measures are in place to protect residents well-being</i></li> </ul>
Biodiversity*	Protect, value, manage and enhance healthy functioning ecosystems, habitats and natural species diversity, valuing nature conservation interests wherever they are found	<ul style="list-style-type: none"> <li>• provide a strong level of protection to sites designated for the national or international importance for nature conservation</li> <li>• site development should lead to no net loss in biodiversity</li> <li>• statutory and non-statutory designated nature conservation sites should be afforded a level of protection appropriate to their status</li> <li>• ensure the location and design of sites does not cause the further fragmentation of habitats and protect and enhance network routes for flora and fauna movement</li> <li>• support landscaping that makes use of species that will support native biodiversity</li> <li>• <i>protect habitats that provide migration routes for</i></li> </ul>

*species in response to a changing climate*

Landscape*	To maintain and enhance the quality and character of the landscape, including its contribution to the setting and character of settlements	<ul style="list-style-type: none"> <li>• help protect and enhance the rural and coastal landscapes, including the AONB, Heritage Coast and the setting of the Dorset Jurassic Coast</li> <li>• the location and design of sites should help protect areas of identified high landscape quality</li> <li>• protect the setting of towns and villages in the landscape and including the transition of urban to rural</li> <li>• help in the positive management of landscapes to protect and enhance their character</li> <li>• <i>ensure that new landscaping planting can adapt to a changing climate, including increased summer temperatures and storm events and fewer frosts</i></li> </ul>
Soil	To use land efficiently and protect higher grade agricultural soil	<ul style="list-style-type: none"> <li>• protect greenfield land from development where development would be more suitability located on brownfield land</li> <li>• use suitable density standards that ensure the best use of developable land in appropriate locations</li> <li>• avoid building on higher quality agricultural soils, which are scarce in Dorset</li> </ul>
Built environment*	To maintain and enhance the built environment for both its visual character and distinctiveness and to create a better living environment	<ul style="list-style-type: none"> <li>• ensure new development is designed so as to create places that support people making good quality places to live</li> <li>• ensure that the design of any permanent buildings on site adds to the character of the area</li> <li>• <i>ensure new development is designed to be able to adapt to the impacts of climate change, including increased summer heating, storm events and flooding</i></li> </ul>
Historic heritage	Understand, value, protect and restore, where necessary, the historic cultural heritage of the area, including features of the built and semi-natural environment and the setting of buildings	<ul style="list-style-type: none"> <li>• ensure new sites take into account any historic environment features and their setting/context</li> <li>• ensure buried archaeological assets are protected from harmful impacts of development, or other appropriate management where suitable</li> <li>• ensure that the features of historic landscape are respected in new development</li> </ul>
Water quality and supply*	To maintain and improve the quality of ground, surface and coastal waters and maintain the quantity of water available including potable water supplies, and ground water and river levels	<ul style="list-style-type: none"> <li>• ensure new development has sufficient sewerage and waste water treatment to avoid harm to water quality</li> <li>• ensure contaminated land is suitability remediated to avoid water quality impacts</li> <li>• implement suitable SUDS to avoid run-off of potential polluted water to water courses or aquifers</li> <li>• reduce diffuse pollution</li> <li>• help to meet objectives of achieving good ecological status for surface waters; good status for groundwaters; and no deterioration across all water</li> </ul>

		<p>bodies</p> <ul style="list-style-type: none"> <li>• <i>ensure new development makes the best use of potable water, incorporating re-use of grey water in new development</i></li> </ul>
Flood risk*	Ensure that new development is designed and located to avoid the risk of flooding, and ensure the risk of flooding is not increased elsewhere	<ul style="list-style-type: none"> <li>• <i>ensure that new development is located so as to avoid the risks of fluvial and tidal flooding</i></li> <li>• <i>aim for greenfield water run-off rates from new development</i></li> <li>• <i>make use of SUDS to maintain greenfield run-off rates to rivers</i></li> </ul>
Energy*	To secure energy efficiency and renewable energy where beneficial on site	<ul style="list-style-type: none"> <li>• <i>promote energy generation from renewable resources, including micro-generation as part of the energy requirements of new development</i></li> <li>• <i>ensure that energy is used more efficiently, including in the design of new permanent structures on-site</i></li> </ul>

\* climate change related objective

*Italics: climate change related supporting sub-objective*

## 5 Sustainability and the selection of site criteria

### Introduction

- 5.1 The first stage in the sustainability appraisal (SA) of sites is to ensure the overall site selection process takes into account the need for sustainability. This has allowed sustainability issues of overriding importance to provide a first sieve of sites.
- 5.2 Sites can be removed from further consideration where they fundamentally fail sustainability criteria. Sites are also excluded where in planning terms they are not suitable, such as constraints created by ownership.

### The sustainability appraisal of criteria

- 5.3 Appendix 1 shows the appraisal of the site evaluation criteria, to demonstrate how they are compatible with achieving sustainable development. The appraisal of the criteria used the sustainable framework objectives, identified through the scoping process, is set out in section 4.
- 5.4 The SA was undertaken at a stage when it was still possible to review the methodology and criteria for site assessment. The SA successfully ensured some alternations, these included:
- Ensuring that different environmental designations were treated individually to ensure their individual significance was taken into account;
  - To ensure the criteria encompassed the positive aspects of the task in helping find a quality place for people to live;
  - The amenity of existing residents and the amenity of future site occupants should be assessed separately as their needs will be different;
  - Clarifying that potentially contaminated sites or those in AQMA could be included in Stage 2 assessment, although mitigation of impacts would be needed;
  - Reference to Noise Exposure Categories from PPG24: Planning and Noise.
- 5.5 The SA of site criteria did identify some issues that it would have been useful to have additional information on in the initial stages of site evaluation. However, due to data gaps or availability they could not be included. Additional matters include:
- Site specific evaluation of nature conservation value of sites;
  - Air quality issues, especially where sites are next to busy roads, Air Quality Management Areas only cover a small part of Chideock in West Dorset, this does not mean air quality will not be poor elsewhere;
  - Frequency of bus services may be useful in addition to distance to bus stops this data alone can be misleading;
  - Distance to secondary schools;
  - More criteria related to local designations, including important buildings;

- Potential for utilities connections to the site, including electricity and water, but also related to broadband cable.
- 5.6 A further issue that is not really covered by the SA, either of criteria or individual sites, is the cumulative impacts. These can either be positive, for instance locating new sites in the same neighbourhoods to support extended families. There may also be potential cumulative negative impacts to existing residential communities if there are many existing Gypsy and Traveller sites in the area.
- 5.7 In addition to the criteria addressing sustainability issues, the site evaluation also includes other criteria relating to overall achievability of the site for development. This includes:
- Availability – this assesses if a site is actually available for development, for instance if the landowner is willing to sell the site for Gypsy and Traveller use;
  - Green Belt designation – if the site is located in the designated Green Belt. This was not included as a sustainability consideration as it is not a quality designation;
  - Site access – this related to the physical access of the site and whether this was only off a narrow lane unsuitable for road traffic or had direct access onto a good standard of road.
- 5.8 These criteria are important to sustainable development as a site has to be achievable and deliverable in practice to be a sustainable choice for development. Therefore, despite these not being sustainability criteria it is essential that a site performs well against them.



## 6 Sustainability appraisal of site shortlist

### Introduction

- 6.1 The second stage of assessment contains fewer sites and therefore it is possible to use a greater detail of interrogation against sustainability criteria in their assessment. For instance, this looks in detail at the accessibility of sites and their landscape character, and evaluation included site visits.

### The SA process

- 6.2 The process of SA has been integrated into the site evaluation processes. No new data was collected specifically for the SA, instead the site assessment method and criteria was tailored to ensure that it helped identify those sites that could be more sustainable.
- 6.3 Table 6.1 shows how the data collected for the site selection process has been used to evaluate the sustainability performance of each site. At this stage the sustainability framework objectives have not been used in full as this has not been possible with the data available. Instead the SA of sites is based around three main themes, related to finding suitable sites. These are:
- Good accessibility to local services, include shops, GP and schools, with the purpose of avoiding social exclusion and reducing the need to travel;
  - Protect the amenity and the safety of future occupants of the site and surrounding residential amenity;
  - Help ensure the continued protection of natural or built environment quality and make efficient use of natural resources.
- 6.4 Table 6.1 also shows how the site evaluation criteria are suitable in testing the sustainability of sites.

### SA outcomes

- 6.5 The full SA of the shortlisted sites is shown in Appendix 2.
- 6.6 It should be noted that it is inevitable that some sites that have the potential to best support sustainable development due to location may not actually be deliverable for other reasons. For instance, some sites performed well against sustainability criteria but for other reasons are not available for development, as having poor physical access or ownership constraints, as noted in 5.7.
- 6.7 In reviewing the findings in Appendix 2, in addition the individual site forms prepared as part of site selection, it is evident that some issues have been influential in preferred site choice.

**Table 6.1: Sustainability principals and related site evaluation indicator for Gypsy and Traveller sites**

Principles in creating a sustainable site	Site evaluation indicator	Relationship to the Sustainability Framework Objectives
<ul style="list-style-type: none"> <li>• Good accessibility to local services, include shops, GP and schools, with the purpose of avoiding social exclusion and reducing the need to travel</li> </ul>	<p>Distance from:</p> <ul style="list-style-type: none"> <li>• GP</li> <li>• Primary school</li> <li>• Shop</li> <li>• Bus stop</li> </ul> <p>(data calculated using Accession Dorset County Council accessibility programme and data)</p>	<p><b>Accessibility*</b> Allow equitable access for all to jobs, services and facilities they need, in a way that reduces reliance on car use</p> <p><b>Employment:</b> Help residents of new Gypsy and Traveller sites get access to suitable jobs and skills training</p> <p><b>Air*</b> To reduce all forms of air pollution in the interests of local air quality and the integrity of the atmosphere to protect from climate change</p>
<ul style="list-style-type: none"> <li>• Protect the amenity and the safety of future occupants of the site and surrounding residential amenity.</li> </ul>	<p>Contamination</p> <p>Noise</p> <p>Amenity (existing residents)</p> <p>Amenity (future residents aka community)</p> <p>Flood risk zone</p>	<p><b>Health, safety and security:</b> To improve health and wellbeing by encouraging more healthy lifestyles, and protecting people from risk that may impact on their health and/or safety</p> <p><b>Community:</b> Support and promote the distinctive character of Gypsy and Traveller communities as well as fostering cohesion with settled communities</p> <p><b>Flood risk*:</b> Ensure that new development is designed and located to avoid the risk of flooding, and ensure the risk of flooding is not increased elsewhere</p>
<ul style="list-style-type: none"> <li>• Help ensure the continued protection of natural or built environment quality and make efficient use of natural resources.</li> </ul>	<p>Landscape quality</p> <p>Built/historic heritage</p> <p>Biodiversity</p> <p>Land/soil</p>	<p><b>Biodiversity*:</b> Protect, value, manage and enhance healthy functioning ecosystems, habitats and natural species diversity, valuing nature conservation interests wherever they are found.</p> <p><b>Landscape*:</b> To maintain and enhance the quality and character of the landscape, including its contribution to the setting and character of settlements</p> <p><b>Soil:</b> To use land efficiently and protect higher grade agricultural soil</p> <p><b>Built environment*:</b> To maintain and enhance the built environment for</p>

		both its visual character and distinctiveness and to create a better living environment <b>Historic heritage:</b> Understand, value, protect and restore, where necessary, the historic cultural heritage of the area, including features of the built and semi-natural environment and the setting of buildings
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**\*Cross-cutting objective for Climate Change:** Ensure development responds to the impacts and causes of climate change by integrating mitigation and adaptation approaches in new development

- 6.8 There are several criteria that are not included in the site appraisal criteria used in individual site selection. These are:
- **A place to live:** Provide a range of types and tenures of pitch sites that allows Gypsy and Traveller communities to meet their housing needs.  
*Reason for exclusion:* Finding enough sites to meet the identified needs of Gypsy and Traveller groups is the main purpose of the DPD. Therefore, this sustainability objective is not included in the SA of sites as a separate criteria.
  - **Water quality and supply\*:** To maintain and improve the quality of ground, surface and coastal waters and maintain the quantity of water available including potable water supplies, and ground water and river levels.  
*Reasons for exclusion:* No data was collected on water supply on site. It is essential that new Gypsy and Traveller sites have access to a potable water supply. This will either be from the mains network or in exceptional circumstances a private abstraction. Any water abstraction needs to comply with Environment Agency and water utilities abstraction plans and ensure continued sustainable use of water resources. The design of development should also incorporate water efficiency measures.
  - **Energy\*:** To secure energy efficiency and renewable energy where beneficial on site.  
*Reasons for exclusion:* No assessment was made of the potential for sites to deliver some of their own energy from renewable resources. When sites are developed they should ensure that fixtures and fittings and built structures make efficient use of energy, and comply with Building Regulation standards on energy where necessary.

### **Landscape**

- 6.9 A detailed landscape assessment of each site was completed at the second stage of evaluation. This assessment made it possible to exclude sites where it was shown that landscape or visual impacts would be significant and where it would not be possible to use mitigation, such as buffer planting, to reduce the impact. Even where a site was in the national 'Area of Outstanding Natural Beauty' (AONB) landscapes the site was not automatically rejected, with the landscape assessment providing the basis for suitability instead.
- 6.10 This approach is compatible with sustainable development as it is important to retain the quality and function of the landscape rather than simply base decisions on designation.
- 6.11 In a similar way protecting Green Belt designations are not automatically assumed to mean compatibility with sustainable development. Instead, the landscape assessment was used to determine if the site was performing the landscape protection function of Green Belt, this included protecting green wedges between developed area, and the rural edge of settlements. Therefore, if a proposed site would harm this function and impacts could not be mitigated then it was excluded from further survey and identified as unsustainable.

### ***Accessibility***

- 6.12 The accessibility criteria reflect the rural nature of almost all of the potential Gypsy and Traveller sites in the assessment. Some districts clearly having more rural sites than others due to the overriding character. Criteria used the distance of 2.4km as the cut off distance to services that could be in any way compatible with sustainable development. Beyond this distance sites are identified as being inaccessible. The sustainability appraisal broke down the distance categories to three groups: 0-600m highly accessible (well within walking distance); 600-1200m (still within walking distance for most people and well within cycling distance); 1200-2400m (potentially within walking distance and cycling possible, but likely to generate car travel); finally beyond 2400m (car travel the only option). These thresholds are arbitrary and their main purpose is to demonstrate the relatively accessibility from sites.
- 6.13 In finding sustainable sites for development the distance parameters would normally be shorter, for instance, in finding sustainable location for other types of housing development. Up to 2.4km is unlikely to be a truly walkable distance for most people. However, as the appraisal of sites shows very few sites identified have good accessibility to any services. Therefore, in order to find any sites suitable to meet Gypsy and Traveller needs it is necessary to look further away from services. These longer distances do raise the risk of problems of social isolation and inequitable access to services for Gypsy and Traveller sites.
- 6.14 The sustainability appraisal would maintain that wherever possible those sites that are relatively more accessible should be prioritised for development. Accessibility to public transport could help overcome some lack of proximity to services. Therefore, those sites near a bus stop, (on a frequent service, although this is not tested) could also be prioritised. Additional information on these matters could be gathered.
- 6.15 The importance of providing sites with good access to essential services is a critical element of providing a sustainable site. However, this has not really been possible in this case due the locations of available sites. Sites that would normally be rejected to provide housing have included as being potentially suitable, where only a GP or primary school (identified as most important) are within 2.4km. It will also be important when considering accessibility to look at the site's other performance on sustainability.
- 6.16 In finding places for Gypsy and Travelling communities to live it appears inevitable that there must be some trade-off between finding place to live that can give residents some security over their future, with the need to have walkable services.

### ***Community***

- 6.17 The score given to this criteria does not automatically come from the data collected in site selection. The criteria is a measure of how good the site may be in providing a permanent site for several pitches that may include families. This criteria relates to how the site performs in terms of a mix if accessibility and environmental amenity.

## 7 Delivering sustainable site allocations

- 7.1 This is only the initial stage of DPD preparation. From this stage to a final allocation of sites will require further stages of investigation and consultation. In terms of helping to provide a DPD to deliver sustainable sites there will be other considerations to take into account.

### **Additional site information**

- 7.2 The SA already identifies issues where it would be useful to find additional information, to help identify the more sustainable sites. This will include more precise information on access to public transport from the short-listed sites. This will need to include the proximity to bus stops and bus routes and frequency. The purpose will be to identify which sites will promote more equitable access to the wider area for future residents, including access to schools and shops for those that do not, or cannot, drive.
- 7.3 To create high quality living environments it will be necessary to ensure all sites can be connected to utilities infrastructure. Further information will be needed on water supply and waste water disposal on site. This is essential both in providing a good quality place to live and in ensuring protection of the natural environment. Electricity supply will also need to be considered, and there may be potential for some site to generate part of the energy use on-site, for instance through solar heating or solar PV. Also, to help equitable development and avoid social isolation potential for broadband connectivity ought to be investigated.
- 7.4 Other more detailed site investigation may be necessary, although some studies may not be required until planning application stages. This may include additional ecological survey, archaeological survey, additional stability or contamination survey.

### **Consultation**

- 7.5 Consultation has already taken place with some of the main stakeholders related to the delivery of new Gypsy and Traveller sites. This has included discussions with Gypsy and Traveller groups, Parish and Borough Council members and landowners.
- 7.6 Consultation and involvement of these stakeholders will need to be an ongoing process through the preparation of the DPD. Part of delivering sustainable development is involving people in the decisions that impact on the place where they live. Therefore, using consultation to make sure the needs of different groups are considered in selecting the preferred sites should help in the selection of more sustainable sites.

### **Developing policies**

- 7.7 The DPD may need to consider policies to help makes sure that new Gypsy and Traveller allocations are developed in a way that contributes to sustainable development. This may include:

- setting standards for the quality of the sites
- making sure there is safe access
- connectivity to walking and cycling routes
- sustainable use of materials in new structure on the sites
- connectivity to utilities infrastructure
- control of uses on site to protect existing amenity
- use of landscaping to reduce visual impact and conserve biodiversity
- control of the number of pitches
- protect from flood
- contribute to more sustainable waste management
- and, delivery of affordable pitches.

### **Delivering Gypsy and Traveller sites in the longer term**

- 7.8 In the longer term additional sites will have to be allocated to provide for the needs of Gypsy and Traveller communities. What is characteristic of the majority of existing sites, in particular those put forward for consideration in this DPD, is their relative isolation. Most sites are in rural locations with poor accessibility to services and community facilities.
- 7.9 In future it may be preferable to ingrate the needs of Gypsies and Travellers into the process of identifying new housing sites for general needs. This could include identification of sites suitable for Gypsy and Traveller accommodation as part of urban extensions to main towns and sustainable villages. This could also have the benefit of providing greater integration of settled communities with Gypsy and Traveller communities, reducing current isolation and much improved access to services.





**Appendix 1: Comparison of site selection criteria with the sustainability framework objectives**

		Climate change	Community	Accessibility	A place to live	Employment	Air	Health safety & security	Biodiversity	Landscape	Soil	Built environment	Historic heritage	Water quality/supply	Flood risk	Energy
<b>Suitability</b>																
<i>Policy constraints</i>	Site Criteria															
International Environmental Designations	<ul style="list-style-type: none"> <li>• SPA</li> <li>• SAC</li> <li>• Ramsar</li> <li>• WHS</li> </ul>	-	-	-	-	-	-	•	•	-	-	•	?	-	-	<p><b>Criteria:</b> These criteria are predominantly related to the protection of nature conservation sites and should therefore help protect biodiversity and the landscape. The WHS designation covers the Jurassic Coast and will help protect this geological heritage feature.</p> <p><b>Assessment:</b> The Habitats Regulations Assessment will look at all of the shortlisted sites, wherever they are located, for their potential to adversely impact on internationally designated nature conservation sites.</p>
National Designations	<ul style="list-style-type: none"> <li>• SSSI</li> <li>• NNR</li> <li>• AONB</li> <li>• Important Hedgerow</li> <li>• Geological Conservation Review site</li> <li>• SPZ</li> <li>• SAM</li> <li>• Listed Building</li> </ul>	-	-	-	-	-	?	-	•	•	-	•	•	-	-	<p><b>Criteria:</b> These criteria cover a range of sustainability issues, including biodiversity and built/historic heritage. Therefore, avoiding locations covered by these designations should have positive implications for sustainable development.</p> <p><b>Assessment:</b> These designations are all quite different in their purpose and how they will impact on the location of development. For instance, development should be rejected if is on a SSSI but not in an SPZ or AONB.</p>

		Climate change	Community	Accessibility	A place to live	Employment	Air	Health safety & security	Biodiversity	Landscape	Soil	Built environment	Heritage	Historic supply	Water quality/	Flood risk	Energy	
	<ul style="list-style-type: none"> <li>• Cons Area</li> <li>• Registered Park &amp; Garden</li> <li>• Heritage coasts</li> </ul>																Therefore, some national policy constraints could be added to the red reject column.	
Local Designations	<ul style="list-style-type: none"> <li>• LNR</li> <li>• TPO</li> <li>• SNCI</li> <li>• RIGS</li> <li>• Geomorph. Sites</li> </ul>	-	-	-	-	-	-	-	●	?	-	-	-	-	-	-	-	<p><b>Criteria:</b> These cover only geological and biodiversity issues. Other local designations may exist, including areas of local landscape importance, locally listed buildings or other protection policies identified at a local planning policy level.</p> <p><b>Assessment:</b></p>
Green Belt	<ul style="list-style-type: none"> <li>• Green Belt</li> </ul>	-	-	-	-	-	-	-	-	?	-	-	-	-	-	-	-	<p><b>Criteria:</b> Protection of the Green Belt can help maintain an open landscape, although this is not a measure of landscape quality.</p> <p><b>Assessment:</b> None</p>
Agricultural Land	<ul style="list-style-type: none"> <li>• Agric. Land Classification</li> </ul>	-	-	-	-	-	-	-	-	-	?	-	-	-	-	-	-	<p><b>Criteria:</b> This relates directly to protecting the best and most versatile soils. Conserving the soil resource is essential for the continued sustainability of food production, as well as a potential fuel resource.</p> <p><b>Assessment:</b> None</p>
Physical constraints																		<i>should it be more positive – in terms of finding good places to live – not just places that avoid adverse impacts</i>

		Climate change	Community	Accessibility	A place to live	Employment	Air	Health safety & security	Biodiversity	Landscape	Soil	Built environment	Heritage	Historic supply	Water quality/ supply	Flood risk	Energy	
Flood Risk	<ul style="list-style-type: none"> <li>• Flood Zone</li> </ul>	●	-	-	-	-	-	●	-	-	-	-	-	-	-	●	-	<p><b>Criteria:</b> Gypsy and Traveller development is very vulnerable to flood. Therefore, avoiding this type of development in unsuitable flood risk locations is essential.</p> <p><b>Assessment:</b> The red criteria could read ‘all more than 50% of site in Flood...’. The orange criteria should refer to the use of the sequential and exceptions test.</p>
Contamination and Unstable Land	<ul style="list-style-type: none"> <li>• Contaminated land</li> <li>• Unstable land</li> </ul>	-	-	-	-	-	-	●	-	-	?	-	-	-	-	-	-	<p><b>Criteria:</b> Ensuring that the new Gypsy and Traveller are not on contaminated land is essential. If contamination is identified suitable remediation should take place prior to site occupation.</p> <p>Avoiding development on unstable land is essential to protect safety.</p> <p><b>Assessment:</b> This criteria should also be in stage 2. Known sites with major contamination issues can be ruled out at Stage 1 but at stage 2 the potential for contamination could be considered. For instance using historic maps or Council records.</p>
Air quality	<ul style="list-style-type: none"> <li>• AQMA</li> </ul>	-	-	-	-	-	-	●	-	-	-	-	-	-	-	-	-	<p><b>Criteria:</b> Poor air quality can have an adverse impact on health and wellbeing. Therefore, Gypsy and Traveller sites should not be located in areas of known poor air quality.</p>

		Climate change	Community	Accessibility	A place to live	Employment	Air	Health safety & security	Biodiversity	Landscape	Soil	Built environment	Historic heritage	Water quality/supply	Flood risk	Energy	
																<b>Assessment:</b> This criteria should be Stage 2 as even sites in AQMA may be suitable for development.	
Site access		-	?	?	-	-	-	?	-	-	-	-	-	-	-	-	<b>Criteria:</b> Physical access to a site is essential for a site to be a viable option. Access onto busy roads can also have safety implications, although this is covered by other criteria. Possible duplication with safety criteria?  <b>Assessment:</b> No comment.
Accessibility to facilities	<ul style="list-style-type: none"> <li>• Access to GP</li> <li>• Primary school</li> <li>• Employment</li> <li>• Bus stop/Train station</li> </ul>	?	?	●	-	●	●	-	-	-	-	-	-	-	-	-	<b>Criteria:</b> This is one of the few criteria that tackles issues relating to the wellbeing of future residents of the Gypsy and Traveller sites. Baseline evidence shows that often Gypsy and Traveller groups not living in bricks and mortar housing are socially isolated and unable to access the essential services, namely schools and jobs. Therefore, it is essential that new Gypsy and Traveller sites have access to these services in a reasonable walking/cycling distance or by public transport.  <b>Assessment:</b> All new sites should have public transport access within a reasonable distance. In addition, the frequency of buses should be taken into consideration. This could be treated as a separate consideration

																					than GPs and schools, which subject to transport access could be located further away. Employment and access to secondary schools could have a further distance threshold. Should buffers be defined in the testing criteria and ideally these should be actual distance rather than straight line distance.
																					<p><b>Criteria:</b> Access to utilities is essential in creating a good place to live. In addition, ensuring the site has appropriate sewerage is essential in protecting water quality.</p> <p><b>Assessment:</b> Access to broadband internet connections could be included.</p>

		Climate change	Community	Accessibility	A place to live	Employment	Air	Health safety & security	Biodiversity	Landscape	Soil	Built environment	heritage	Historic supply	Water quality/	Flood risk	Energy
Potential impacts																	
Landscape	<ul style="list-style-type: none"> <li>•Landscape impact</li> <li>•Visual containment</li> </ul>	-	-	-	-	-	-	-	?	●	-	-	-	-	-	-	<p><b>Criteria:</b> Looking at the potential landscape impact of individual sites can help make sure sensitive sites are not selected for development, regardless of designations. Landscape assessment can also help identify how impacts can be mitigated.</p> <p><b>Assessment:</b> None</p>
Biodiversity / Protected Species	<ul style="list-style-type: none"> <li>•Impact on biodiversity resources or protected species</li> </ul>	-	-	-	-	-	-	-	●	?	-	-	-	-	-	-	<p><b>Criteria:</b> Biodiversity should be protected wherever it is found. This criteria should make sure that no designated site is harmed by new Gypsy and Traveller development. This will include the in-direct impacts from development, such as recreational pressure or changes to water availability.</p> <p><b>Assessment:</b> None</p>
Historic Environment	<ul style="list-style-type: none"> <li>•SAM</li> <li>•CA</li> <li>•Listed Buildings</li> <li>•Hist Parks &amp; Gardens</li> </ul>	-	-	-	-	-	-	-	-	-	-	●	●	-	-	-	<p><b>Criteria:</b> There may be the potential for some large Gypsy and Traveller sites to adversely impact on these designations. These need to be considered on a site by site basis and include consideration of the 'setting' of the identified feature.</p> <p><b>Assessment:</b> Locally important or locally listed buildings and structures of historic or other heritage importance could be</p>

		Climate change	Community	Accessibility	A place to live	Employment	Air	Health safety & security	Biodiversity	Landscape	Soil	Built environment	heritage	Historic supply	Water quality/	Flood risk	Energy
																	considered. This should either be from sites identified by the local Councils or as part of site survey.
Noise	<ul style="list-style-type: none"> <li>Noise pollution</li> </ul>	-	-	-	-	-	-	●	-	-	-	-	-	-	-	-	<p><b>Criteria:</b> Development of Gypsy and Traveller sites in noisy locations, especially where noise continues through the night, should be avoided. Gypsy and Traveller accommodation may be at particular risk of noise as their homes may often be less easy to insulate against noise impacts than bricks and mortar housing.</p> <p><b>Assessment:</b> The approach to Noise Exposure Categories in PPG24: Planning and Noise.</p>
Residential Amenity / Nuisance	<ul style="list-style-type: none"> <li>Relationship with existing settled community or bad neighbour uses</li> </ul>	-	●	?/ X	?	-	-	●	-	-	-	-	-	-	-	-	<p><b>Criteria:</b> Protecting future residents of Gypsy and Traveller sites from harm by being located in areas of poor residential amenity is essential in creating a good and healthy place to live that supports these communities.</p> <p>In turn, some settled communities may be adversely impacted by larger Gypsy and Traveller sites if they are in close proximity. This could also have adverse impacts on the built environment. However, avoiding allocating sites near other residential development could have an adverse impact on finding sites with good access to services.</p>





Availability	<ul style="list-style-type: none"> <li>• Promoted sites, public land ownership</li> </ul>	<p>To actually achieve sustainable allocated Gypsy and Traveller pitch sites need to be available for development and financial viable and therefore deliverable for Gypsy and Traveller. Therefore, sites must fulfil these two criteria to be compatible with achieving sustainability.</p>
Achievability	<ul style="list-style-type: none"> <li>• Deliverability</li> <li>• Viability</li> </ul>	

**Potential for other issues to be addressed:**

- Community building – are the sites near existing Gypsy and Traveller sites to help support family networks?
- Will issues of cumulative impacts from multiple Gypsy and Traveller sites on settled communities be considered? (may conflict with possible community building criteria)
- What criteria will be used to categorise sites for touring or permanent pitches?
- Will any criteria address built environment issues, for instance suitability of Gypsy and Traveller sites in the context of the existing built environment?
- Could the potential for a positive impact be assessed?

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**Objective**

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**Climate Change:** Ensure development responds to the impacts and causes of climate change by integrating mitigation and adaptation approaches in new development (cross-cutting objective)

**Community:** Support and promote the distinctive character of Gypsy and Traveller communities as well as fostering cohesion with settled communities

**Accessibility:** Allow equitable access for all to jobs, services and facilities they need, in a way that reduces reliance on car use

**A place to live:** Provide a range of types and tenures of pitch sites that allows Gypsy and Traveller communities to meet their housing needs

**Employment:** Help residents of new Gypsy and Traveller sites get access to suitable jobs and skills training

**Air:** To reduce all forms of air pollution in the interests of local air quality and the integrity of the atmosphere to protect from climate change

**Health, safety and security:** To improve health and wellbeing by encouraging more healthy lifestyles, and protecting people from risk that may impact on their health and/or safety

**Biodiversity:** Protect, value, manage and enhance healthy functioning ecosystems, habitats and natural species diversity, valuing nature conservation interests wherever they are found.

**Landscape:** To maintain and enhance the quality and character of the landscape, including its contribution to the setting and character of settlements

**Soil:** To use land efficiently and protect higher grade agricultural soil

**Built environment:** To maintain and enhance the built environment for both its visual character and distinctiveness and to create a better living environment

**Historic heritage:** Understand, value, protect and restore, where necessary, the historic cultural heritage of the area, including features of the built and semi-natural environment and the setting of buildings.

**Water quality and supply:** To maintain and improve the quality of ground, surface and coastal waters and maintain the quantity of water available including potable water supplies, and ground water and river levels.

**Flood risk:** Ensure that new development is designed and located to avoid the risk of flooding, and ensure the risk of flooding is not increased elsewhere

**Energy:** To secure energy efficiency and renewable energy where beneficial on site

\* climate change related objective

*Italics: climate change related supporting sub-objective*



**Appendix 2: Sustainability appraisal of shortlisted sites**

Bournemouth														
Site ref	Accessibility to services			Protection of the natural and built environment				Protect amenity / safety of future/existing residents				Comment		
	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise		Flood	Contamination
BOUR001 Land off Park Road	-	-	-	++	+	++	+	++	-	-	--	++	++	The site is located near a busy road junction and Bournemouth main railway station. Therefore, the site could have low residential amenity – including from noise and poor air quality. However, the site is safe with little adverse environmental impact and good access to public transport. Access to nearby local services is limited, although proximity to public transport will mean good links to services further away.
BOUR011 Land near Erlin Farm	-	-	-	+	-	+	-	-	+	+	++	++	++	The site is on the periphery of Bournemouth and is currently undeveloped. It has relatively good access to local services and good access to the bus. The site is also adjacent to a Local Nature Reserve and a Conservation Area, raising the risk that its development could harm the natural and built environment, and would result in the loss of greenfield open land. However, it likely these impacts could be managed by good site design and appropriate levels of occupation.
BOUR013 Careys Road	+	--	++	++	+	+	+	-	+	+	+	++	++	This site scores well against the majority of sustainability objectives. Despite good access to most services there is no primary school within 2.5km, however there is a nearby bus stop. The site is greenfield therefore would result in the loss of open land. There are also houses near the site, but these are separated by an adjacent field.

Bournemouth													
Site ref	Accessibility to services				Protection of the natural and built environment				Protect amenity / safety of future/existing residents				Comment
	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood	
BOUR014 Throop Road	+	-	++	++	+	+	+	+	+	+	++	++	The site is quite a large area of undeveloped land on the periphery of Bournemouth urban area. The site does not contain any designated landscape or ecological features, but does contain some trees covered by protection orders. Any development of the site would need to take into account these trees and suitable mitigation of harm carried out. The site has quite good access to services and few other constraints.

Christchurch													
Site ref	Accessibility to services				Protection of the natural and built environment				Protect amenity / safety of future/existing residents				Comment
	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood	
CBC099 Plots 22 B/C/D/E Dudmoor Farm Road, Christchurch	-	--	-	-	-	+	+	+	+	+	++	+	The site is outside the main urban area of Christchurch, but already in use as an unauthorised Gypsy and Traveller site. The site is within 400m of a heaths SPA. However, the site has been occupied for more than five years, so continued use at current levels will not have any further impact. Landscape quality has deteriorated in the area, with the occupation of this site contributing to this. However, continued use will be of no further detriment. Making this site permanent will help the current occupants have security in the place where they live. The site is not located close to any key facilities or bus stops giving residents poor access to local services.
CHR005 Land at Hurn Court Farm (2),	--	--	+	++	+	+	++	+	-	-	++	-	The site is already of low quality as it is use for sand and gravel extraction. Any redevelopment of the site would need to ensure the site is made safe and stable. The re-use of the site for Gypsy and Traveller pitches will mean it can not be restored to open countryside, although planting an landscaping could improve the appearance of the site. The site has a nearby bus stop and a shop around 1km away. However, GP and schools are around 4km away, meaning that the site may not be good at meeting community objectives and supporting access to essential services for future residents. The site is also directly adjacent to



Christchurch														
Site ref	Accessibility to services				Protection of the natural and built environment				Protect amenity / safety of future/existing residents				Comment	
	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
														Bournemouth Airport so may result in adverse noise impacts on future residents.
FR/OP1G/1 Grange Road DSO Depot, Somerford	-	-	+	++	-	+	+	++	-	+	++	-	-	This is a previously developed piece of land. It is within an urban area and although near existing housing, could be a relatively poor living environment, as surrounding uses including large areas of employment. The site is near existing housing and settled communities. There is potential for contamination at this site. The site is directly adjacent to a local designated nature conservation site, and potential for impacts will need to be mitigated through design and layout. The site has good access to bus stops and a shop. However, the GP and primary school are further away. There are local sports facilities to the north.

East Dorset														
Site ref	Accessibility to services				Protection of the natural and built environment				Protect amenity / safety of future/existing residents				Comment	
	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
08116 Chipping Depot Woodlands, Verwood Road, Woodlands	--	--	--	++	+	+	+	++	+	-	+	++	+	This site is gravelled depot owned by the Council. It is on the periphery of the village of Woodlands. The site has poor access to most services, although the village has a bus stop. Because the site is already gravelled landscape and biodiversity impacts are unlikely.
08874c County Farm, Candy's Lane, Corfe Mullen	--	--	--	+	+	+	+	-	+	-	-	-	+	The site is previously undeveloped agricultural land. It is likely only part of the site would be suitable for Gypsy and Traveller pitches and the exact location would impact on the sustainability of the site for this use. Potential for impacts related to landscape, biodiversity and flood risk would all need to be assessed and mitigated, as would impacts on nearby residents. The site has poor access to services, although a bus stop is close. Part of the site is near the busy A31 and part is near a sewage works, these could have adverse impacts on future residents from air, noise and odour pollution.
1 Twin Acorn Horton Road, Horton	--	--	--	-	+	+	+	+	+	-	+	++	+	This is an area of farm buildings on the Horton Road. The area is of good landscape quality, however, development of the site could improve the appearance of the current site. The site is very rural a significant distance from nearby services and main roads, most services are about

East Dorset														
Site ref	Accessibility to services				Protection of the natural and built environment				Protect amenity / safety of future/existing residents				Comment	
	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
														4km away. Even the nearest bus stop is almost 1.5km away – meaning public transport use of site residents is very unlikely. The site may prove a good site for some types of travellers. The site may only be suitable for a few pitches due to isolated location.
10 Oakley Farm Ringwood Road, Three Legged Cross	--	--	-	+	-	+	+	+	+	+	+	++	+	This site is currently used as a transit Gypsy and Traveller site, on the periphery of Three Legged Cross, where other development is sporadic. It is part previously developed land, although with an open area behind. Part of the site is within 400m of an SPA and therefore may need to be omitted from development, with the remainder of the site contributing to impact mitigation. Also, to limit landscape impacts restricting development to the area of current developed part may be most suitable. The site has relatively poor access to most services, with GP and primary school 3km away, shops over 1.5km away and the nearest bus stop nearly 1km away.
5 51 Wayside Road, Ringwood	--	--	--	-	+	+	+	++	+	+	+	++	+	The site is already in partial lawful use with 2 residential units (not G&T) in addition to several unauthorised static and touring caravans. This demonstrates that site is already supporting a group or extended family of Gypsies or Travellers. However, the site has poor

East Dorset														
Site ref	Accessibility to services				Protection of the natural and built environment				Protect amenity / safety of future/existing residents					Comment
	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood	Contamination	
														accessibility to services and the character of the village means that these uses in this location are isolated and reliant on car travel. The site is well screened in landscape terms.
9 Site off Pompeys Lane, Ferndown	-	-	-	++	+	+	+	+	+	+	+	++	+	The site is not previously developed, although has been in use for static/touring caravans in the past. Development of this site would lead to the further fragmentation of the urban edge, and would need to be mitigated through landscaping. The site is in an isolated location with all services around 2km away – although a bus stop is within around 200m. The site is far from existing residential areas.
OTHER_1 Keith Acres Verwood Road, Verwood	+	-	-	++	-	+	+	+	+	+	+	++	+	The site is in lawful use for touring caravans for a limited period each year. This use may be the most suitable to continue at the site, rather than as a permanent site. The impacts on ecology of nearby heathlands and landscape impacts will not change with continuation of existing lawful use. The site has quite good access to a range of services, with a bus stop under 500m away. The relatively peripheral location means that impacts on settled residents are limited.
OTHER_3 Uddens	--	--	-	+	-	+	+	+	+	-	-	++	+	This is a heavily wooded area with plantation trees. It is separated from the urban area but

East Dorset														
Site ref	Accessibility to services				Protection of the natural and built environment				Protect amenity / safety of future/existing residents				Comment	
	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
(Cannon Hill) Plantation, Uddens Drive, Ferndown														backs onto the Ferndown Trading /Industrial Estate. The site also borders the A31 that could be a noise and safety constraint. The character of the area in landscape terms is distinctive and this could be harmed by tree removal necessary for site development. There is ecological potential on the site from the tree cover and mix of species. Removal of trees for development could adversely impact on this. The site does not have very good access to most services with GP and Primary Schools over 3km from the site, and the nearest bus stop over 600m away. Development could result in quite an isolated site and therefore only be suitable for a few pitches.

North Dorset														
Site ref	Accessibility to services				Protection of the natural and built environment				Protect amenity / safety of future/existing residents				Comment	
	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
NDDC0133 Land at Thickthorn Lane, Hazelbury Bryan	--	++	-	++	+	--	+	++	+	+	+	++	+	The site is in the open countryside well away from any urban area. Landscape studies have shown the site to be visually intrusive without possibility of mitigation – it is within the AONB. The site is already occupied (unauthorised) and has been for many years. The site is very close to the primary school and bus stop in Hazelbury Bryan, although the nearest GP is around 10km away. The site is not directly adjacent to any existing homes. The site could accommodate some development, subject to suitable mitigation and screening.
NDDC0134 The One Oak, Pulham	--	--	--	++	+	+	+	++	+	+	+	++	+	This site is currently in use with permission for a one family and single caravan. It is in a very rural location on the outskirts of the village of Pulham. The site is quite well screened with a mitigated landscape impact, despite being in a high quality Landscape Character Area. The site has poor access to most facilities but does have a bus stop very nearby, meaning there is public transport access to services further away. Limited intensification is all that would be suitable in this location.

North Dorset														
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	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
NDDC0135 Stour Yard, Scotchley Hill, Stour Provost	--	-	+	+	+	+	+	++	+	+	+	++	+	This is a site currently in use for a single park home, seeking full permission or temporary extension. It is in the open countryside outside the small village of Stour Provost. The site has relatively good access (compared to some other North Devon sites) to shops and bus services, although GP and schools are further away. Landscape assessment identifies the site has limited visual impact and this will predominantly be related to visibility from footpaths, limited intensification of use could be suitable. The site is currently in use therefore impacts on the land, biodiversity, amenity and built heritage are unlikely to change.
NDDC0136 The Corner, Elm Hill, Motcombe	--	-	-	+	+	+	+	++	+	+	-	++	+	The site has current temporary permission for the single Gypsy and Traveller accommodation. It is near the village of Motcombe but separated by the railway line. The site may experience negative noise impacts from the railway. Landscape assessment identifies the current site is well screened and not very visible from the surrounding area. However, intensification of use of the site is likely to have a negative impact on landscape quality and vegetation. The site has quite poor access to most service, the bus stop almost 800m away and nearest

North Dorset														
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	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
														GP about 6km. If use is intensified this should only be a limited amount due to access issues.
NDDC0137 Site at Calves Lane, Shaftesbury	-	-	-	++	+	+	+	++	+	+	+	++	+	The site has current temporary permission for the single Gypsy and Traveller accommodation. The site is in the rural area well outside the urban boundaries of Shaftesbury. Landscape assessment identifies the site is at present well screened from view, although this may need strengthening in the future. Access from the site to essential services is fair, with a bus stop only a few hundred meters away, other services are more distant. As the site is currently in use other impacts are likely to be minimal.
NDDC0144 land at Woodhouse Cross, Gillingham	--	--	--	--	+	+	+	+	+	-	+	++	+	The site is used as an unauthorised tolerated transit site. The site is in the open countryside away from and buildings or settlements. It is agricultural land with no built developed, consisting of bare earth, it is screened by trees. The site is well screened in landscape terms and could accommodate caravans with little visual impact. As the site is currently in use other impacts are likely to be minimal. The site has poor access to services and therefore not necessarily a good place for permanent family



North Dorset														
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														accommodation.
NDDC0149 Little Crate Farm, The Common, Hazelbury Bryan	--	--	-	-	+	+	+	++	-	-	+	++	+	The site has temporary permission for occupation by one family. It is in quite an open area of countryside outside the villages of Hazelbury Bryan and Kingston. The site is quite well screened but this could be improved with some new planting. Intensification of the site is likely to have detrimental impacts and the landscape assessment suggests retaining development on the northern portion of the site. As the site is currently in use other impacts are likely to be minimal. Access to the site is poor with no nearby services and bus stop over 1km away, access will only really be by car. This may mean the site is not ideal for permanent family accommodation.
NDDC0151 Site at Todber Road, Marnhull	-	+	-	++	+	+	+	+	+	+	+	++	+	This is a newly occupied site with a temporary permission. The site is agricultural land and development would result in the loss of open land. The landscape character assessment identifies that intensification of the use at the site must be mitigated by screening and reinforcement of boundaries. Without this there is the risk of significant harm. Development at this site should not set a precedent for future

North Dorset														
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														development as this may harm landscape character. The site has quite good access to services, all under 2km away and a bus stop very nearby.
NDDC0155 land east of Shaftesbury, Salisbury Road	-	-	-	+	+	+	+	++	+	+	-	++	+	This is in existing authorised use for Gypsies, with the potential for expansion onto a redundant highway depot (in combination with NDDC0132 if suitable and available). It is a previously developed land in the urban fringes of Shaftesbury town. The site has relatively poor access to most services, although near a bus stop to access services further away. The site may also suffer from noise pollution from the nearby A30 and employment uses. However, it is well screened with little landscape impact and few nearby homes.
NDDC0185 Plant World, Kendall Lane, Milton on Stour	+	++	--	++	+	+	-	++	+	+	+	++	+	The site is in current use as a garden centre and redevelopment would result in the loss of employment. The site is in the village of Milton on Stour, near existing homes but not adjacent to them. In landscape terms the site is quite self-contained although boundary features could be improved for better screening. A Conservation Area lies to the north of the site and boundary treatment would be needed to

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														protect the built quality of this area. The site has good access to most services, although no nearby shop. As the site is currently in use there will be little other adverse impacts. There is no residential development directly adjacent to the site.
NDDC0197 land at Military Lane, The Ferns Back Lane, Kingston	--	--	--	++	+	+	+	+	-	+	+	+	+	This site is partly previously developed and contains several large sheds still in employment use. It is on the periphery of the village of Kingston. Part of the site may be suitable for Gypsy and Traveller pitches. Any development will need substantial screening to avoid adverse impacts on residential amenity, as there are homes immediately adjacent to the site and to prevent adverse landscape impacts. The site has poor access to services with no shops, schools or GPs in the nearby village. However, a nearby bus stop connects to other villages.
NDDC0273 Land adj The Old Quarry, B3092, Stour Provost	--	-	-	++	+	+	-	+	-	+	+	++	-	This is a former quarry site, but has regenerated to grassland. Former use may also raise the potential for contamination. The landscape character assessment identifies that only part of the site is suitably screened to make development possible. There is adjacent

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														residential property that may also need to be screened from the site. There are archaeological records on the site and the potential for further finds may need to be considered if the site was developed. The site is not close to any services. However, there are bus stops in central Stour Provost not far from the site, allowing access to services further away.
NDDC0431 Downfield, land to the rear of North Street, Winterborne Stickland	--	--	++	++	+	-	+	+	-	+	+	++	+	The site is situated behind residential properties in the village of Winterborne Stickland. Development of the site would need to ensure no harm to the residential amenity of these homes. The site is not developed, but is self-contained by vegetation. This containment limits impacts on the AONB. The site has good access to a shop and a bus stop allowing access to services more distant from the site. However, the village contains no GP or primary school.
NDDC0758 North Dorset Business Park, Rolls Mill Way, Sturminster	-	-	-	-	+	+	+	++	+	-	+	++	+	This is a business park owned by NDDC, but currently unoccupied, although infrastructure is in place. It is close to sites NDDC0413/0625. It is set back from the main A357 therefore noise impact may be buffered. As the site is

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Newton.														already developed impacts on the natural environment will be minimal. However, the site is in a predominantly employment area meaning it may not be an attractive place to live. Access to services from the site is also fairly poor. Development of this site will remove some, or all of the employment potential, with possible adverse impacts on local communities. The loss of employment land will need to be weighed against the need to identify sites for Gypsies and Travellers. To avoid landscape impacts the boundaries need to be strengthened.
NDDC0851 Bottles (part) A30 lay-by by Five Bridges, West Stour	--	--	--	++	+	+	+	+	+	-	-	-	+	This is a lay-by owned by Dorset District Council, it may already be in use a transit Gypsy and Traveller site. The location of the site is a few kilometres west of West Stour on the A30, in otherwise open countryside. Site access shows this site has poor access to services, with the nearest bus stop around 400m way and other services up to 6km away. This rural location may mean the site is not suitable for permanent family accommodation. Woodland that is part of the site is a prominent landscape feature and therefore not suitable for development. However, the eastern part is

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														reasonable discreet and improved planting could improve screening and limit landscape impacts. Avoiding the woodland would also protect this habitat for nature conservation. The site is subject to flood risk but not the part identified for the transit provision.
NDDC3004 Land at Pleck, Partway Lane, Pleck	--	-	++	++	+	+	+	+	+	+	++	+	The part of the site suitable for development and is partially previously developed. It is close but not adjacent to existing housing. Physical access may limit the safe development of the site for safety reasons and there are also power lines across the site. Landscape character is of good quality but part of the site may be suitable for development. New boundary planting could help improve the site's self-containment. Contamination may need to be considered depending on the previous use of the buildings. The site is not close to a GP or primary school, although there is a shop nearby and bus stops further up Partway Lane to the north of the site.	
NDDC3006 Land at Crown Road, Marnhull	+	+	-	++	+	+	-	+	-	+	+	++	+	This is a large grazing field to the east of Marnhull, it is not developed and only part will be suitable for development. The site borders on housing on Ashley Road. The landscape

North Dorset													
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													assessment identifies the open nature of much of the site, making it unsuitable for development. However, part of the site is a former quarry and suitable additional screening could make it suitable for development. This would also require screening from existing residential properties and the listed buildings directly adjacent to the site. The site is relatively near a GP and primary school, although the nearest shop is over 1.6kms away, although there is an adjacent bus stop to access services further away.

Poole														
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	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
POOLE123 Land at former Community Centre, 122-124 Turlin Road, Poole	-	++	+	++	+	++	+	++	+	+	+	++	+	The site was previously in use as a community centre, redevelopment would result in the lost of this use. The site is in a largely residential area, and the existing homes do not directly overlook the site. The site is also directly adjacent to a school. As with many sites in central Poole proximity to sites of international importance for nature conservation may need to be taken into account in the design and type of development permitted. There are no landscape or biodiversity impacts. The site has good access to most services and a bus stop very nearby.
POOLE178 Lodge Hill, Canford Heath Road, Poole	+	-	+	++	+	+	+	++	-	+	+	++	+	This is a publicly owned site and previously an adult learning centre, which moved to a different location. The site is surrounded by residential development and is adjacent to the police station. The site will need to be designed in a way that avoids impacts to any community uses, including schools, that remain part of the site as well as nearby residential properties. Development for Gypsy and Traveller use will result in the loss of this site for community use. The site has good access to services. The existing character of the site should be retained, including the extensive tree cover.



Poole														
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POOLE181 Branksome Triangle, Bourne Valley Road, Poole	-	-	+	++	-	+	+	++	+	-	-	++	-	There is a locally designated nature conservation area on the site. Development on this designation would be harmful to the protected species found in the area. However, there are also parts of the site which are previously developed and pitches could be focused here. The site is near existing homes but access routes are not the same, reducing any impacts on these properties. The site is physically quite cut-off from existing communities, that may isolate future occupiers of the site and not be suitable as a permanent site for families. Noise may also be an issue here as the site is located in the gap between two rail lines. Potential for contamination may also need to be considered, as historical use may have been related to the railway or other polluting industry. Design and development of this type of site will need to ensure future users are not disadvantaged in terms of having good quality homes and a safe living environment.

Purbeck														
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26 Land within the County Farm, Washpond Lane	-	-	-	+	-	-	+	++	+	+	-	++	+	The site is part of a larger area of a County Farm. The site has quite poor access to essential services, and the bus stop is over 1km away. There may also be adverse impact on new residents from the nearby railway. Potential landscape and biodiversity impacts would need to be mitigated against. The remoteness of the site may make it unsuitable for a large Gypsy and Traveller site.
05863 Land off High Street, Hurston Cross, Swanage	-	++	++	++	+	-	-	+	-	+	-	-	+	The whole site is three paddocks to the west of Swanage. The site has several constraints related to its location. It is near a Conservation Area and in an AONB. The site is also at partial risk of flood. However, part of the site may be suitable for development where the topography and landscaping/screening can reduce the visual impact on nearby properties and on the Conservation Area. However, this area may be at risk of flood. Northern part of the larger site may also suffer from adverse noise impacts with the railway line on its northern boundary. However, the site does have good access to services with a nearby shop, primary school and bus service.

Purbeck														
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	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood	Contamination	
05931 Land at Washpond Lane and Ulwell Road, Swanage	-	--	-	++	+	-	+	+	-	+	+	++	+	The site is previously undeveloped paddock in the a northern peripheral part of Swanage. The site is previously undeveloped but enclosed by vegetation on all sites therefore makes not contribution to the AONB. Access to services from the site is poor, although a nearby bus stop may help overcome this, allowing more distant services to be reached without the need to drive.
08206 Land adj to Meadow View, East Burton Road, Wool	+	+	+	++	+	++	+	++	-	+	-	++	-	The site has relatively good access to all services, with a school, shop and GP all within 1.2km. The site also has a nearby bus stop allowing access to facilities further away. The site is adjacent to the railway line and there could be noise impacts to be mitigated. The potential for contamination would also need to be investigated due to former use to avoid adverse impacts. The site is between residential properties and screening may be required to reduce visual impact.

West Dorset														
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	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
WDDC183 Shady Site Axnoller Lane, Beaminster	--	-	--	-	-	-	-	+	+	-	+	++	+	This is an area of hardstanding currently in unauthorised use for a single static caravan. The site is within the open countryside some distance from the nearest settlement. The site has several environmental constraints. It is very visible from the direct surrounding area, which is part of the AONB. However, the site is well screened from the wider area. Landscape enhancements would be needed to screen the site and the existing structures. The site is also near several areas of local nature conservation designation, any development at the site will need to take account of potential impacts. Nearby is the Horn Hill Tunnel, this is listed. However, it is part of the A3066 and making this site permanent is unlikely to have any additional impact. The site is not near any existing residential development. Accessibility to services from the site is poor, and car travel is the only viable access mode. Although it may be suitable to let existing use remain there should be no intensification.
04514 Piddlehinton Gypsy Site, adj	--	--	--	++	+	+	+	++	+	-	-	++	+	This site is currently in use as an authorised Gypsy and Traveller site for 14 caravans and service buildings. The site backs onto the

West Dorset														
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	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
Piddlehinton Enterprise Park, Piddlehinton														large Piddlehinton Enterprise Park, but is otherwise in the open countryside some distance from any settlement. This means the site has very poor access to essential services, although a nearby bus stop/route does provide a link. The site is well screened and therefore gives no visual intrusion. The site may suffer from adverse impacts on current and potential future residents due to odour and noise pollution the site is opposite a waste water treatment works and possible noise impacts from nearby employment.
WDDC197 Land south of West Stafford, West Stafford	--	--	--	++	+	+	+	-	+	-	-	++	+	The site is an undeveloped land in the open countryside south to the village of West Stafford. The agricultural land is Grade 3. The site does not relate well with the village, and is physically separated from it by a railway line and main road. Access improvements would be needed to link the future Gypsy or Traveller communities to the village (walking route at present but a long way by car). Noise impact mitigation would also be necessary. The site has poor accessibility, with the village lacking all services. However, a bus stop near the site that may help make these services accessible to non car users. To protect landscape

West Dorset														
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	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
														character only part of the site should be developed, and extensive screening and new planting would be needed. Due to landscape and access issues this site will only ever be suitable for a small amount of pitches.
156 Land at the end of Coles Lane, Yetminster	+	++	++	++	+	+	+	+	-	+	+	++	+	This is an undeveloped parcel of land at the end of a residential street on the village boundary. Development would result in the loss of poor quality agricultural land. The site is well screened both from the countryside and nearby properties. Development would need to protect existing vegetated boundaries for landscape and biodiversity purposes. The site has very good access to most services. It could provide a good location for a small single pitch site for a Gypsy and Traveller family, which would also limit amenity impacts on nearby residential properties.

Weymouth & Portland														
Site ref	Accessibility to services				Protection of the natural and built environment				Protect amenity / safety of future/existing residents				Comment	
	GP	Primary school	Shop	Bus stop	Biodiversity	Landscape	Built / historic heritage	Land/soil	Amenity	Community	Noise	Flood		Contamination
WPBC054 Park & Ride site, Weymouth Relief Road, Weymouth	-	-	+	++	+	++	+	++	+	-	-	++	+	This is a site identified for park & ride outside Weymouth. Landscape impacts are limited as work has already been carried out to screen the site. There may be noise impact that need to mitigated due to location in close proximity to the road. The site may not be suitable for intensive permanent use as family accommodation. Development at this site should not prejudice Weymouth sustainable transport policies. The site is close to a shop and there is a bus stop within 600m.

WPBC003 Land adj. Civic Amenity Site, Lodmoor Country Park, Weymouth	-	-	-	+	-	+	+	-	+	-	-	--	-	<p>This is an open plot of land next to a civic amenity site. The site is physically quite cut-off from the rest of the town and far from residential properties. The site is former tip therefore there is the risk of ground contamination and instability. Prior to occupation investigation and remediation will be essential to ensure safety of future residents. This may not be a very high quality place to live and foster segregation, it may also suffer from noise pollution from nearby uses. The site is also at risk of flood and is in risk zone 2. The site is also very close to an SSSI and the contribution the regenerated site and possible impact of occupation will need to ensure biodiversity assets are conserved. Access to the site is poor with most services around 2km away, and a bus over 600m away.</p>
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	<b>Accessibility – public transport, services and employment</b>
++	The site is within 600m
+	600-1200m of services
-	1200-2400m of services
- -	over 2400m away from services

	<b>Contamination/stability</b>
+	No know issues
-	Identified issues of concern

	<b>Noise impact on site</b>
+	No noise impacts identified
-	Possibility of noise impacts – mitigation possible
- -	Noise impacts likely – mitigation unlikely

	<b>Flood (zones 2/3)</b>
++	This site is outside identified flood risk areas
+	The site is adjacent to an area at risk of flood, although this is all outside the site boundaries
-	Less than <50% of the site is at risk of flood
- -	More than 50% of the site is at risk of flood

	<b>Residential amenity</b>
+	No near neighbours or in urban area
-	Directly adjacent to existing homes

	<b>Landscape</b>
++	The landscape assessment identifies that the site could be developed without significant visual or character impacts.
+	Landscape impacts are identified but these can be overcome by mitigation
-	In an AONB but likely impacts can be mitigated
- -	Site development is likely to result in landscape impacts that cannot be mitigated

	<b>Biodiversity and Heritage Designations (SPA, SAC, SSSI, SAM, SNCI, Conservation Area, Ancient Woodland, Heritage Coast, Historic Park and Garden, Listed Building, area with potential archaeological significance)</b>
+	None identified in the area
-	Identified adjacent to the site
- -	Within the site

	<b>Soil</b>
++	The site is previously developed land
+	The site is Grade 3 Agricultural land
- -	The site is Grade 1 or 2 Agricultural land



