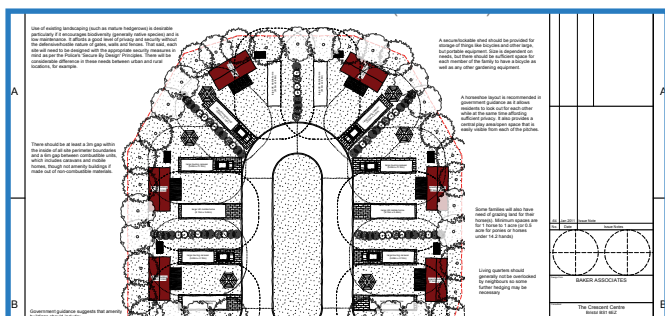


Dorset-wide Gypsy, Traveller and Travelling Showpeople Site Allocations Joint Development Plan Document

Consultation – November 2011

Issues and Options Consultation Document



Produced by Baker Associates on behalf of Dorset councils

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Foreword

Dorset County Council, Bournemouth Borough Council, Christchurch Borough Council, East Dorset District Council, North Dorset District Council, Borough of Poole, Purbeck District Council, West Dorset District Council and Weymouth and Portland Borough Council are working together to plan for the site needs of Gypsies, Travellers and Travelling Showpeople across Dorset.

This Issues and Options document is the first stage in the preparation of a joint Development Plan Document.

This document is subject to public consultation between 18 November 2011 and 10 February 2012.

The purpose of the public consultation is to invite views on the issues and options identified in this document.

Planning consultants Baker Associates have prepared this document. Whilst the Dorset councils have worked closely with Baker Associates, the councils have made no decisions on the site options contained within this document.

The Dorset councils would like to hear your views on any aspect of this document. However, views are particularly sought on a series of key questions which are raised in the document.

If you would like to make a comment, please submit your comments on-line at: www.dorsetforyou.com/travellerpitches or complete a questionnaire by **10 February 2012** and return to:

Gypsy, Traveller and Travelling Showpeople consultation
County Hall
Dorchester
Dorset
DT1 1XJ

Please note that the Dorset councils will only consider comments by respondents who provide their names and addresses.

Inappropriate, offensive or racist comments will not be accepted.

1 Introduction

- 1.1 Dorset County Council, Bournemouth Borough Council, Christchurch Borough Council, East Dorset District Council, North Dorset District Council, Borough of Poole, Purbeck District Council, West Dorset District Council and Weymouth and Portland Borough Council have decided to prepare a Dorset-wide Gypsy, Traveller and Travelling Showpeople Site Allocations Joint Development Plan Document (DPD) to allocate Gypsy and Traveller and Travelling Showpeople sites within Dorset.
- 1.2 Baker Associates has been appointed as planning consultants to assist the Dorset authorities in the preparation of the DPD and to support the DPD at examination as the lead witness.
- 1.3 This report sets out the site requirements for Gypsies, Travellers and Travelling Showpeople based on a review of national policy, best practice and the views of stakeholders and communities. Using appropriate site criteria, a two stage site assessment process was developed to identify a shortlist of potential sites for further consideration through the DPD process.

Background

- 1.4 Gypsies and Travellers have been resident within England for many hundreds of years. Within Dorset the total residing population is estimated to be between 2,400 and 3,000 people¹, although it is thought that this figure probably underestimates the numbers of the travelling community living in housing. There are marked seasonal differences with increased number of Travellers during the summer months. Many Gypsies and Travellers pursue an active, itinerant lifestyle and therefore need temporary transit sites located in the areas to which they travel to. However, increasingly, communities are becoming more settled and need permanent residential sites which also act as a base from which to travel.
- 1.5 Government policy relating to Gypsies and Travellers has changed over time. The Caravan Sites and Control of Development Act 1960 allowed local authorities to stop the unlicensed development of caravan sites and prohibit encampments on commons and resulted in the closure of many sites traditionally used by Gypsies and Travellers up until that time. The Caravans Act 1968 (Part 1) then required local authorities to provide adequate accommodation for Gypsies and for those authorities that did, provided additional powers to remove unlawful encampments. Dorset was the first county to make permanent Gypsy site provision under this Act. The 1994 Criminal Justice and Public Order Act then abolished any statutory obligation for local authorities to provide accommodation and made it a criminal offence to camp on land without the owner's consent.
- 1.6 As a result of this last Act, most local authorities stopped identifying new sites for Gypsies and Travellers in Local Plans during the 1990s and relied instead upon criteria based policies to manage the future provision of sites. Many of these were very restrictive and fewer sites than required came through the planning process.

¹ Dorset Traveller Needs Assessment (Anglia Ruskin University, 2006) Para. 2.2.1

This has resulted in an overall backlog of need, resulting in unauthorised developments and encampments.

- 1.7 Since the Housing Act in 2004, there has been a requirement for local authorities to identify sufficient sites through the planning process to meet identified needs.
- 1.8 Travelling Showpeople do not in general share the same culture or traditions as Gypsies and Travellers but have a separate rich tradition associated with the holding of fairs and circuses across the country. Travelling Showpeople play an important role in the leisure economy. They require secure, permanent bases for the storage of equipment and for residential purposes. There are established family businesses currently based in Dorset. Generally across the country the number of Showpeople sites has diminished and remaining sites have had a tendency to become overcrowded as single family units have expanded. The 2004 Housing Act and subsequent legislation place a similar requirement on local authorities to provide for the site requirements of Travelling Showpeople.
- 1.9 In August 2010, the new Secretary of State declared the intention of the Coalition Government to replace the circulars relating to Travellers with more light-touch guidance outlining councils' statutory obligations. This would include removing regional targets for the provision of sites for Gypsies, Travellers and Travelling Showpeople contained within Regional Strategies, which will be abolished. However, he went on to say that local authorities would continue to be required to identify sufficient sites in their areas to reflect local need and historic demand.
- 1.10 In April 2011, the Coalition Government published a consultation document entitled "Planning for traveller sites". This proposes a light touch policy to replace circulars 01/2006 and 04/2007. The policy proposes that current definitions of Gypsies, Travellers and Travelling Showpeople are retained, that local planning authorities make their own assessment of the accommodation needs for Travellers based on evidence and establish their own local targets for pitch/plot provision. Local planning authorities should then meet needs through the identification of land for sites and should plan for a five year supply of pitches/plots.
- 1.11 The new policy contained within the consultation document aims to "ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites" (para. 3.5). The Dorset authorities are working together through this project to deliver on this policy approach.
- 1.12 In July 2011, the Coalition Government published a draft National Planning Policy Framework (NPPF) for consultation. When finalised, this will replace current national policy contained within Planning Policy Guidance (PPG) and Planning Policy Statements (PPS). It is the Government's intention that the draft PPS on planning for traveller sites will form part of the NPPF. This will be relevant when considering the suitability of future Gypsy, Traveller and Travelling Showpeople sites.

Definitions

- 1.13 Gypsies and Travellers are currently defined as:

“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such”. (Circular 01/2006 para. 15)

1.14 Many Gypsies and Travellers continue to pursue an active itinerant lifestyle and are generally self employed people. However, increasingly communities are becoming more settled.

1.15 Gypsies and Travellers are not a uniform homogeneous community, but rather a group of communities which share some features but have their own histories and traditions. Even within each main group there is fragmentation between different families which emphasises the lack of a cohesive community and the need to avoid over generalisations. However, the main cultural groups include:

- (1) Romany Gypsies
- (2) Irish Travellers
- (3) New Travellers

1.16 Romany Gypsies and Irish Travellers are recognised in law as distinct ethnic groups and are legally protected from discrimination under the Race Relations Acts.

1.17 There are three types of sites identified as required to meet Gypsy and Traveller needs. These are:

- Permanent sites – these provide residents with a permanent home;
- Transit sites – these are permanent sites that provide temporary accommodation for their residents, normally between 28 days and 3 months; and
- Emergency stopping places – these are pieces of land in temporary use as authorised short term (less than 28 days) stopping places for all travelling communities.

1.18 Sites can vary in size, although they should be at least large enough to accommodate one pitch. A pitch is an area of land where a Gypsy or Traveller household can reside; typically this may contain a building, parking space and one or more caravans with sufficient space to enable the easy manoeuvrability of caravans up to 20 metres in length.

1.19 Travelling Showpeople are currently defined as:

“Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Traveller” (Circular 04/2007 para. 15)

- 1.20 Travelling Showpeople have different site requirements from Gypsies and Travellers. They normally require sites which have both residential and business uses on site, to enable the storage and repair of fairground equipment. Larger sites are often subdivided into individual family 'plots' or 'yards'.

Purpose of the Development Plan Document (DPD)

- 1.21 The intention of the Dorset councils is to seek to make positive provision for Gypsies, Travellers and Travelling Showpeople through the allocation of sites in a Development Plan Document (DPD).
- 1.22 Providing sufficient caravan pitches in the right places will help meet the needs of the travelling communities and it should also reduce the number of unauthorised sites and the tension that this might generate and would enable the police and other service providers to take a more effective and consistent approach.
- 1.23 More generally, the councils have a duty to promote good race relations, equality of opportunity and community cohesion.
- 1.24 The broad aims of the DPD are therefore:
- To identify sufficient suitable residential and transit sites to meet the long term needs of Gypsies, Travellers and Travelling Showpeople;
 - To set out a clear delivery strategy, identifying how much development is to happen, where, when and by what means it will be delivered.
- 1.25 The main spatial issues to be addressed in the DPD include:
- There is a need to provide a number and range of residential and transit sites to meet the differing needs of the various travelling communities;
 - There is a need to consider a spatial distribution of site provision across Dorset which meets the identified needs of the travelling communities, creates mixed and balanced communities and conserves the open countryside and natural environment;
 - Dorset is one of the most environmentally constrained counties in the country, containing significant areas of Green Belt, Areas of Outstanding Natural Beauty, World Heritage Site Coastline, Sites of International Wildlife Importance and floodplains.

Draft vision and objectives

- 1.26 A vision for the future has been drafted to indicate where the Dorset councils would like to be by 2028, the end date for the proposed plan.

“Dorset, Bournemouth and Poole will contain a range of sustainable, high quality and affordable sites meeting the permanent residential and transit needs of Romany Gypsies, Irish Travellers, New Travellers and Travelling Showpeople within the area. The location and characteristics of sites will meet the differing travelling patterns and site needs of the travelling communities, whilst respecting the residential amenity of settled communities. There will be fair and effective policies in place to provide sufficient sites to meet needs. These will help to reduce significantly the existence of unauthorized encampments and developments and improve the life chances of travelling communities. There will be increased respect and understanding between communities leading to greater integration and social cohesion.”

- 1.27 From this overall vision, the following draft objectives have been derived:

1. To allocate sufficient residential sites to meet identified local Romany Gypsy, Irish Traveller, New Traveller and Travelling Showpeople needs within the Dorset, Bournemouth and Poole area;
2. To allocate sufficient transit sites to meet identified Romany Gypsy, Irish Traveller and New Traveller needs within the Dorset, Bournemouth and Poole area;
3. To identify sustainable sites which are suitable, available and achievable having regard to current national and local policy;
4. To deliver high quality and well designed sites;
5. To improve social inclusion and the greater integration of communities;
6. To respect the residential amenities of the settled communities;
7. To contribute towards a reduction in the incidence of unauthorised encampments and developments;
8. To set out a clear delivery strategy, identifying how much development is to happen, where, when and by what means.

Vision and objectives

To answer these questions please use the questionnaire provided

Question 1: Do you agree with the suggested vision and objectives for the plan?

Question 2: If no, how would you like the vision or objectives to be changed?

2 Site needs in Dorset

Current need for pitches (2006-2011)

- 2.1 The first Dorset Traveller Needs Assessment was prepared by Anglia Ruskin University for Dorset County Council in 2006. The assessment involved a survey and face to face interviews with 143 Gypsies and Travellers on sites of all types and in housing, within Dorset in 2005.
- 2.2 The assessment identified 58 public and private pitches across the survey area, derived from the biannual caravan count returns and local information provided by the councils.
- 2.3 Taking account of the existing supply, the assessment estimated the need for additional Gypsy, Traveller and Travelling Showpeople pitches to be between 585 and 609 from 2006 to 2011. This figure included 100 transit pitches required by the Great Dorset Steam Fair currently held in North Dorset.
- 2.4 The Coalition Government has resolved to remove Regional Spatial Strategies (RSS) through the Decentralisation and Localism Bill. However, during the preparation of the South West RSS in 2007-8, a number of bodies, including local authorities and representatives from the travelling communities, submitted evidence relating to local needs. This evidence remains relevant to this proposed DPD.
- 2.5 The Dorset authorities' initial submission to the RSS examination reviewed the requirement for Gypsies and Travellers as being 228 pitches to meet needs from 2006 to 2011.
- 2.6 The Panel appointed to conduct the examination recommended that 425 pitches should be provided to meet needs to 2011 and this figure appeared in the Secretary of State's Proposed Modifications to the draft RSS in July 2008.
- 2.7 Subsequently, the Dorset authorities submitted a response which identified some errors in the translation of the Panel recommendations into the Proposed Changes. This joint response recommended that the number of pitches to be provided to meet local need should be 255 to 2011, a reduction of 40% on the RSS figures.
- 2.8 Table 1 summarises the different estimates of Gypsy and Traveller pitch requirements for 2006 to 2011.
- 2.9 The principal differences between the various estimates related to whether double counting had occurred in the original assessment, differing assumptions of the desired movement between housing and sites and the extent to which overcrowding requires additional pitches.
- 2.10 The Dorset Traveller Needs Assessment recommended that regular 5 year reviews of pitch numbers should be undertaken to take into account variations in travelling patterns and the demand for transfer from housing to caravan pitches.

Table 1: Estimates of additional Gypsy and Traveller pitch requirements 2006 to 2011

Authority	Dorset Traveller Needs Assessment (Anglia Ruskin University) 2006 (a)	Draft RSS Additional Pitch Requirement (Table 4.3) 2007 (b)		Dorset Authorities Submission to RSS EIP January 2008 (c)		Secretary of State's Proposed Modifications to draft RSS (Table 4.3) July 2008 (d)		Dorset Authorities Joint Committee Response October 2008 (e)	
		Residential and Transit	Residential	Transit	Residential	Transit	Residential	Transit	Residential
Bournemouth	48-51	28	20	8	10	28	12	13	12
Christchurch	48-51	33	27	11	13	33	16	12	16
East Dorset	88-92	50	38	12	20	50	30	13	20
North Dorset	165-168	37	128	20	20(*)	37	20	20	20(*)
Poole	48-50	35	13	8	7	35	8	13	8
Purbeck	79-83	44	35	20	17	44	21	20	21
West Dorset	80-84	44	36	20	17	44	22	20	22
Weymouth and Portland	29-30	0	29	0	25	0	25	0	25
DORSET	585-609	271	326	99	129(*)	271	154	111	144(*)

(*) Plus 100 pitches for the annual Great Dorset Steam Fair. The Steam Fair, currently held in North Dorset, is recognised as different from general transit requirements and its location could change over time. Therefore it is identified separately from North Dorset transit requirements.

- 2.11 During the preparation of the DPD, there will therefore be a need to carry out a review of the findings of the Dorset Traveller Needs Assessment taking account of the latest up to date evidence of the existing supply and local needs in the light of historic demand.

Current needs of Gypsies and Travellers

To answer this question please use the questionnaire provided

Question 3: Do you have any evidence which will help Dorset councils to further identify the number of pitches currently needed by Gypsies and Travellers?

- 2.12 The Dorset Traveller Needs Assessment made no specific recommendations regarding the provision of plots to meet the needs of Travelling Showpeople and it was recognised by the RSS Panel that further work on identifying the needs of Travelling Showpeople needed to be carried out.
- 2.13 At the RSS examination a Report on Travelling Showpeople was considered which was based upon data from the Gloucestershire and West of England GTAAs, a local authority questionnaire and consultation with representative bodies. The Secretary of State's Proposed Modifications to the draft RSS in July 2008 subsequently proposed that 2 plots should be provided in Dorset to meet needs to 2011.

Current needs of Travelling Showpeople

To answer these questions please use the questionnaire provided

Question 4: Do you agree that the Dorset councils should plan to identify two plots to meet the estimated current needs of Travelling Showpeople?

Question 5: If no, do you have any evidence to support a different target?

Future needs (2012-2028)

- 2.14 Any allocations in the DPD will need to be justified by an up to date estimate not only of current need, but of likely needs arising for 15 years from the date of the plan being adopted. National policy PPS3 states that DPDs should identify broad locations and specific sites to enable continuous delivery of housing for at least 15 years from the date of adoption.
- 2.15 The proposed review of data in the Dorset Traveller Needs Assessment, taking account of the latest up to date evidence of the existing supply and local needs in the light of historic demand, will look to identify these longer term needs.
- 2.16 The South West RSS recommended that where updated data on needs is not available a 3% compound growth rate should be applied to residential pitches per year as a basis for assessing longer term requirements beyond 2011.
- 2.17 Table 2 below sets out a preliminary estimate of Gypsy and Traveller pitch needs for the DPD period, using the Dorset authorities' position in 2008 on overall pitch

requirements for the period 2006 - 2011 and applying a 3% compound growth per year to residential pitches from 2011 until 2028, which is 15 years from the date of adoption of the proposed DPD. There is no evidence to support applying a particular growth rate to transit pitch needs and so this element of future pitch needs will need to await a local assessment of future needs in the light of historic demand.

Table 2: Preliminary estimate for additional Gypsy and Traveller pitches required 2006 to 2028

Authority	Pitch requirements		
	2006-2011		2012-2028 (3% compound growth p.a.)
	Residential	Transit	Residential
Bournemouth	13	12	8**
Christchurch	12	16	8**
East Dorset	13	20	8**
North Dorset	20	20(*)	13**
Poole	13	8	8**
Purbeck	20	21	13**
West Dorset	20	22	13**
Weymouth and Portland	0	25	0**
DORSET	111	144(*)	71**

(*) Plus 100 pitches for Steam Fair

** Plus transit pitches to meet needs 2012-2028

2.18 With regard to the future needs for Travelling Showpeople, applying a 3% compound growth rate per year to this requirement would mean a possible preliminary target for the period 2006-2028 of 3 plots.

Future needs of Gypsies, Travellers and Travelling Showpeople

To answer these questions please use the questionnaire provided

Question 6: Do you agree that to meet needs beyond 2011 the Dorset councils should identify local targets based on a review of local evidence?

Question 7: If no, do you support local targets based upon a 3% annual growth rate?

Question 8: If no, do you have any other suggestions?

New pitches provided since 2006

- 2.19 At the time of the 2006 Dorset Travellers Needs Assessment, the Council residential Gypsy site at Mannings Heath, Poole contained 4 occupied pitches. A new permission for 15 pitches was granted in January 2008 and the pitches are now occupied. Therefore, since 2006 an additional 11 residential pitches have been provided within Poole Borough.
- 2.20 In North Dorset permission was granted in April 2011 for one permanent pitch at King's Stag.
- 2.21 A number of other sites within the Dorset area have gained temporary and/or personal consents for Gypsy and Traveller use since 2006. However, no further permanent permissions have been granted which can contribute towards the targets set out above.
- 2.22 The DPD will therefore need to seek to identify and deliver sufficient sites to meet current and future needs, taking account of permanent provision made since 2006.

Travel patterns and distribution of needs

- 2.23 The Dorset Traveller Needs Assessment estimated the total residing population of Gypsies and Travellers in Dorset to be between 2,400 and 3,000, although it was thought that this figure probably underestimated the numbers of the travelling community living in housing, mostly in the Bournemouth/Poole area.
- 2.24 The survey suggested that the breakdown of the travelling communities by group is:
- 25% English Gypsy
 - 7% Irish Traveller
 - 60% New Traveller
 - 4% Travelling Showpeople
 - 2% Welsh or Scottish Gypsy
 - 2% "Other"
- 2.25 Of those responding to the survey, 22% claimed to travel only in Dorset, a further 20% only in the South West. 13% said they travelled outside the UK.
- 2.26 The Gypsy and Irish Traveller population is the most seasonally transient, focusing in and around the eastern conurbation (Poole-Bournemouth-Christchurch), events such as the Great Dorset Steam Fair, along the A31 trunk road and more sporadically in the Weymouth/Dorchester area.
- 2.27 The New Traveller population seems more stable throughout the year, in rural areas with longer stays for months and exceptionally for over a year.
- 2.28 Several small family groups of Gypsies and New Travellers move throughout Dorset and adjoining counties, staying at roadside locations carrying out creative and traditional crafts.

Meeting need across Dorset

- 2.29 The estimates of need by local authority area set out above assume that local authorities will be identifying local targets to meet need arising from their own areas.
- 2.30 However, the current draft PPS suggests that local authorities could set targets on a cross-authority basis to provide more flexibility in identifying sites, particularly if a local planning authority has special or strict planning constraints across its area (Draft PPS, para. 9.e).
- 2.31 There may therefore be an opportunity for the Dorset councils to agree collectively on future targets which reflect the differing constraints and opportunities within each area. For example the needs of a very constrained local authority could be partly met by well located provision in an adjoining local authority.
- 2.32 As an example, in terms of transit provision, given the high levels of travelling across Dorset during the summer months, the provision of 2 or 3 transit sites in south east Dorset may meet the needs for a wider area.
- 2.33 However, current police powers relating to unauthorised encampments only apply when each of the local authorities (Dorset, Bournemouth and Poole) have made appropriate provision for authorised sites within their own areas.

Meeting need across Dorset

To answer these questions please use the questionnaire provided

Question 9: Do you agree that your local council should identify sufficient sites to meet its own needs within its own boundaries?

Question 10: If no, do you believe that your local council should be able to meet some of its need for sites using land in an adjoining local council area, with the agreement of that council?

Question 11: Do you have any evidence to justify the case for neighbouring councils to consider meeting needs jointly?

The size of sites

- 2.34 Sites can vary in size and contain a single or a number of pitches/plots.
- 2.35 Local evidence would suggest that Gypsies and Travellers prefer small sites containing a small number of pitches to accommodate their immediate and extended family.
- 2.36 National guidance contained in Designing Gypsy and Traveller Sites (CLG, 2008) states that “a maximum of 15 pitches is conducive to providing a comfortable environment, which is easy to manage. However, smaller sites of 3-4 pitches can also be successful, particularly when designed for one extended family” (para. 4.7).
- 2.37 Some unauthorised encampments can be larger than 15 caravans, occasionally up to 25 caravans and very exceptionally more than this. In these circumstances it may be

difficult to use police powers to move encampments if authorized sites have insufficient numbers of pitches.

- 2.38 The DPD will therefore need to investigate whether small sites or a range of site sizes is the best approach to meeting the needs of Gypsies and Travellers in Dorset, having regard to other planning requirements including respecting the scale of the nearest settled community.

The size of sites

To answer these questions please use the questionnaire provided

Question 12: Do you agree that permanent residential sites should generally be small and any larger ones should not contain more than 15 pitches?

Question 13: Do you agree that transit sites should have capacity to take up to 25 pitches?

Question 14: Alternatively do you think residential sites containing more than 15 pitches and transit sites containing more than 25 are appropriate, or do you have alternative suggestions on the size of sites the councils should be considering? (please specify)

Location of sites

- 2.39 Circulars 01/2006 and 04/2007 identify the following locations as being appropriate for Gypsy, Traveller and Travelling Showpeople sites:
- Sites on the outskirts of built up areas; and
 - Sites within rural or semi-rural settings.
- 2.40 However, “local authorities should first consider locations in or near existing settlements with access to local services, e.g. shops, doctors and schools.” (Circular 01/2006 para. 65).
- 2.41 For Travelling Showpeople, sites “in the open countryside away from existing settlements, or outside areas allocated in development plan documents, should be strictly controlled: however rural areas may be acceptable for some types of Travelling Showpeople sites. For example, circuses...” (Circular 04/2007 para. 45).
- 2.42 The Government’s draft Planning Policy Statement (PPS) issued in April 2011 for consultation states that local planning authorities should strictly limit new development in open countryside that is away from existing settlements or outside areas allocated in the development plan, but some rural areas may be acceptable for some forms of Traveller sites. (Draft PPS, para. 22).
- 2.43 The Dorset councils are currently developing spatial strategies for the future distribution of development within their areas. The following list summarises their differing approaches:
- Bournemouth - The Bournemouth Plan Core Strategy Presubmission Consultation (August 2011) identifies a spatial strategy to focus on Bournemouth Town Centre, the District Centres and key transport routes,

locating new housing in sustainable locations where services and public transport are nearby. A policy giving criteria to assess windfall Gypsy and Traveller proposals is included.

- Christchurch and East Dorset - Core Strategy Options for Consideration (October 2010) identifies Christchurch, Wimborne Minster, Ferndown and West Parley, Verwood and Corfe Mullen as the main settlements in a 6 tier hierarchy for distributing development. Development to be contained by the Green Belt. Gypsy, Traveller and Travelling Showpeople sites should be located to meet needs with a preference for close proximity to existing communities to use services and facilities with Travelling Showpeople sites well related to the public highway network.
- North Dorset - Draft Core Strategy (March 2010) identifies Blandford, Gillingham and Shaftesbury as the main service centres and the focus for growth with Sturminster Newton and other settlements functioning as local service centres. Gypsy, Traveller and Travelling Showpeople sites should be located within, on the outskirts of, or within a reasonable distance of a settlement that offers local services and community facilities;
- Poole - Adopted Core Strategy (February 2009) identifies most change will take place at the Town Centre, key locations on the east-west Prime Transport Corridor, other locations on main routes which are well used by public transport and local facilities and priority areas in needs of investment and improvement. Change will be carefully managed on land within 400m of heathland habitats and Poole's Green Belt. Policy PCS 9 states that Gypsy and Traveller sites should be well located to the highway network and enable access to schools, shops and healthcare.
- Purbeck - Core Strategy Proposed Changes to the Pre-submission consultation (September 2011) identifies a preferred option of distributing development around the towns (Swanage, Upton and Wareham) and key service villages. Development will be permitted in the countryside where it meets an identified need for Gypsy, Traveller and Travelling Showpeople provision. Sites should be well located enabling reasonable access to facilities such as schools, shops and medical facilities.
- West Dorset and Weymouth & Portland - A joint Local Plan for Weymouth & Portland and West Dorset is currently being prepared and consultation will start in September 2011. Work undertaken so far on the two Core Strategies included a Weymouth & Portland Options consultation (June 2009) and a West Dorset Issues and Options consultation (July 2007). There is no published emerging draft spatial strategy or policies at this stage.

2.44 These adopted and emerging spatial strategies provide a framework for helping to determine the location of sustainable Gypsy, Traveller and Travelling Showpeople sites.

Location of sites

To answer these questions please use the questionnaire provided

Question 15: If the Dorset councils identify more than enough suitable and available sites within each council area to meet needs, how should the councils give priority in choosing which sites to allocate? (please pick one)

Give priority to:

Option 1) sites within and adjacent to the main towns; or

Option 2) sites within those areas where the travelling communities currently live and travel through; or

Option 3) sites which are close to or which have easy access to local services; or

Option 4) sites which have some other reason to be chosen, rather than others (please specify).

Policy designations

- 2.45 Sites within international environmental designations, such as Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites, are not appropriate for development. Sites within proximity to these designated sites may have an impact on these designated sites which would need to be assessed. Any potential sites need to be discussed with Natural England.
- 2.46 Sites can be located within nationally recognised designations but only when “the objectives of the designation will not be compromised by the development” (Circular 01/2006 para. 52). This would apply to the following national designations:
- Sites of Special Scientific Interest;
 - Area of Outstanding Natural Beauty;
 - Scheduled Ancient Monuments;
 - Conservation Areas;
 - Registered Historic Parks and Gardens.
- 2.47 Development should avoid harming other designated heritage assets such as listed buildings, including the setting of listed buildings. National policy set out in PPS5 includes detailed policies relating to heritage assets.
- 2.48 Circulars 01/2006 and 04/2007 state that new sites in the Green Belt would normally be inappropriate development. Very special circumstances have to be demonstrated to justify allowing development in the Green Belt.
- 2.49 The draft PPS states that Traveller sites in the Green Belt are inappropriate development, although a local planning authority can make an exceptional limited alteration to the defined Green Belt boundary to meet a specific identified need, through the plan making process. (Draft PPS, para. 14 & 15).

- 2.50 Flood risk is covered by national planning policy in PPS 25. Caravans, mobile homes and park homes intended for permanent residential use are identified as highly vulnerable to flooding. Sites used for short-let caravans are identified in a lower classification of vulnerability provided there is a specific warning and evacuation plan. (Table D2). PPS25 states that permanent residential caravans should not be sited in areas that have a high probability of flooding or in the functional floodplain. Short-let caravans should not be sites in the functional floodplain. In certain circumstances, an 'exceptions test' must be passed. Any potential sites in the floodplain would need to be discussed with the Environment Agency.
- 2.51 "Local landscape and nature conservation designations should not be used in themselves to refuse planning permission for Gypsy and Traveller sites. (Circular 01/2006, para 53). Rather, sites should be assessed for their actual impact on landscape and biodiversity.

Access to services

- 2.52 Circular 01/2006 identifies that local authorities "should first consider locations in or near settlements with access to local services, e.g. shops, doctors and schools" (para. 65). In particular, there is a need to provide easy access to a doctor's surgery and other health services and to ensure children attend school on a regular basis.
- 2.53 Sites should have good means of access to the local highway network but in terms of the availability of transport modes, the circulars state that "local authorities should be realistic about the availability, or likely availability, of alternatives to the car in accessing local services" (Circular 01/2006 para. 54 and Circular 04/2007 para. 45).
- 2.54 The draft PPS states that policies regarding Traveller sites should promote easier access to health services, ensure that children attend schools on a regular basis and provide a settled base to reduce the need for long distance travelling. (Draft PPS, para. 11).

Access to services

To answer this question please use the questionnaire provided

Question 16: Which local facility is the most important to be close to when identifying Gypsy and Traveller sites? (please pick one)

Health centre

Shop

Primary school

Other (please specify)

Relationship to surrounding land uses

- 2.55 The Government is keen to promote a peaceful and integrated co-existence between a Gypsy and Traveller site and the local settled community. In order to facilitate this, Designing Gypsy and Traveller Sites (CLG, 2008) states that “where possible, sites should be developed near to housing for the settled community as part of mainstream residential developments” (para 3.7). However, “sites should respect the scale of, and not dominate the nearest settled community” ((Circular 01/2006 para. 54 and Circular 04/2007 para. 45). The draft PPS reiterates this concern (Draft PPS, para. 12).
- 2.56 Designing Gypsy and Traveller Sites also emphasises the importance of locating sites away from heavy industry and states that locations adjacent to industrial areas are unpopular because of their relative isolation, distance from local facilities and because of safety fears.
- 2.57 An important consideration is avoiding noise and disturbance. This can relate to the disturbance to the local settled community, in terms of the movement of vehicles to and from the site, from the stationing of vehicles on site and on-site business activities. However, it can also be the disturbance of the caravan occupants from adjoining uses, such as from industrial areas, railway lines or from highways, given the greater noise transference through walls of caravans than through the walls of conventional housing.

Site conditions

- 2.58 Designing Gypsy and Traveller Sites identifies that, in terms of living conditions, “sites should not be identified for Gypsy and Traveller use in locations that are inappropriate for ordinary residential dwellings, unless exceptional circumstances apply” (para. 3.6).
- 2.59 Consequently the following are not considered acceptable locations:
- Sites in areas at high risk of flooding, as discussed above;
 - Sites located on contaminated land on or near landfill sites; and
 - Sites near other hazardous places.
- 2.60 In addition, sites should be capable of safe access, be reasonably level and should have sufficient space to accommodate a mobile home, touring caravan, and a small building (e.g. a wash block) and adequate manoeuvring space.
- 2.61 The Showmen's Guild has produced a Travelling Showpeople's Sites Model Planning Package (2007) which states that sites may have existing buildings located on them which can be used for the storage, maintenance and repair of equipment.

Essential services

- 2.62 Designing Gypsy and Traveller Sites states that sites must have access to water, electricity, drainage and sanitation, with electricity and sewerage for permanent sites through mains systems, although in some locations alternative provision maybe appropriate. However, the document does state that the guidance contained within it

may not be appropriate for all New Traveller sites and project team discussions with New Travellers did indicate that many prefer low impact and more environmental solutions to the provision of site infrastructure.

- 2.63 The Showmen's Guild's Model Planning Package states that sites should provide amenities normally expected for human occupation.
- 2.64 Circulars 01/2006 and 04/2007 state that sites should avoid placing an undue pressure on the local infrastructure (para. 54 and para. 45 respectively)

3 Site criteria and assessment process

Site criteria

- 3.1 PPS3 identifies three key criteria for determining appropriate housing sites for delivery through the planning system. To be deliverable, sites should:
- Be available - the site is available now;
 - Be suitable – the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities; and
 - Be achievable – there is a reasonable prospect that housing will be delivered on the site within five years. (para. 54).
- 3.2 Circular 01/2006, in addition, states that “local planning authorities will need to demonstrate that sites are suitable, and that there is a realistic likelihood that specific sites allocated in DPDs will be made available for that purpose.” (para. 33).
- 3.3 The approach to identifying appropriate site selection criteria for the site assessment process has therefore built upon the framework:
- Is the site available?
 - Is the site suitable?
 - Is the site achievable?
- 3.4 A key consideration, again based upon Circular 01/2006, is that criteria should be “fair, reasonable, realistic and effective” (para. 32). Many previous studies and local plan criteria based policies across the country have used very restrictive criteria which have prevented many reasonable sites from coming forward. This is one of the principal reasons why the Government is no longer relying simply upon criteria based policies to bring forward suitable sites for Gypsies and Travellers.
- 3.5 Broad site criteria identified from national policy, best practice and initial consultation were developed into a set of draft site assessment criteria. These were designed to reflect the overall site requirements set out above.

Site selection process

- 3.6 At the same time, consideration was given to the process by which sites would be assessed and when the criteria would be applied. The approach proposed recognises that certain constraints are clear cut and are absolute, whilst others require more detailed site examination and may be capable of mitigation.

Stage 1 assessment

- 3.7 It was proposed that sites would be subject to an initial stage 1 assessment, using desk based/GIS information. This would be designed to remove sites which are clearly unsuitable (e.g. within international environmental designations) and to identify issues which will require further investigation at stage 2. Sites would be assessed against each criteria using a simple colour coding system consisting of a rejection

(red), acceptance but where further investigation and/or mitigation is required (orange) and acceptance (green).

- 3.8 Those sites which were not rejected at stage 1 would be considered further at stage 2.

Stage 2 assessment

- 3.9 All sites which were not rejected at stage 1 would be subject to survey and a more detailed assessment of suitability, availability and achievability. All sites would be assessed taking a balanced approach towards performance against all of the criteria.
- 3.10 All sites which were not rejected at stage 2 would go forward for further consideration at stage 3.

Stage 3 assessment

- 3.11 Sites which were not rejected at stage 2 would be identified as a shortlist of potential sites to be further investigated through the DPD process, having regard to the following considerations:
- Meeting the overall pitch requirements
 - Spatial strategy
 - Traveller patterns
 - Cumulative impact
 - Site needs of different traveller groups
 - Types of sites required (permanent, transit)
 - Site capacity
 - Delivery models

Consultation and feedback

- 3.12 The draft site criteria and site assessment process were published for consultation during September 2010.
- 3.13 A number of stakeholders responded with comments. The report of consultation is available to view as a background paper. The main responses received were:
- Rigid application of site selection procedure based on a sieve system can mean that otherwise suitable sites (when a balancing procedure is undertaken) can be rejected at an early stage.
 - Many other councils have found that current unauthorised sites represent an 'easy win' when seeking to meet allocations and certainly have huge benefits for the Travelling community who occupy them.
 - Green Belt: the issue of very special circumstances has been recognised but as this includes whether or not enough sites are available elsewhere (case law) then sites in Green Belt should not be rejected until it is clear that enough sites can be found elsewhere. If enough sites are not available then

Green Belt and other national designations may be able to provide needed sites.

- All sites which are not in Flood Zone 3 should go forward to stage 3 where a suitable assessment can be carried out. It is becoming increasingly apparent that EA flood indicative maps can be very wrong.
- Site access and safety: To reject sites on the basis of an initial assessment of unknown degree of detail may miss out sites where access road standard is capable of amelioration.
- Access to facilities: The establishment of distance thresholds is problematic and may mean the rejection at stage 1 of quite suitable sites.
- Residential amenity: Challenge the rejection of sites because there may be a potential impact. Opens the door to NIMBY objections based on prejudice.
- Sewerage only - Any site which would be located within a sewage treatment odour consultation zone should be rejected - to protect the inhabitants from odour and fly nuisance.
- Utilities: Something best left until later in the process. New Travellers will form a significant part of the demand for sites to be met and their wish to develop low impact sites makes the availability or otherwise of utilities less important at an early stage in the site selection process.

3.14 As a result of this feedback from stakeholders, changes were made to take account of comments and a final set of recommended assessment criteria were prepared by the project team and approved by the Dorset Joint Liaison Committee in February 2011. These are set out below in Table 3.

Site criteria and assessment process

To answer these questions please use the questionnaire provided

Question 17: Do you support the way in which the consultants have assessed sites in order to include them in this consultation?

Question 18: If no, would you suggest a different approach for selecting sites? (please specify)

Table 3: Site assessment criteria

Criteria	Stage at which criteria considered	Designation/Issue	Reject	Accept but further investigation/mitigation required	Accept
Availability	Stage 1	Promoted sites, public land ownership etc.	Not applicable.	There is no evidence that the site is available for Gypsy, Traveller or Travelling Showpeople (GTTS) use or land ownership is unknown. There may be legal or ownership problems, such as multiple ownerships, ransom strips, tenancies or operational requirements which will require further investigation at stage 2.	There is evidence that the site is available in principle for Gypsy, Traveller or Travelling Showpeople (GTTS) use.
Suitability					
<i>Policy constraints</i>					
International environmental designations	Stage 1	Special Protection Area Ramsar Sites Special Conservation Area World Heritage Site	Within the international designation.	Not within an international designation but is within its buffer and further investigation is required at stage 2 to determine whether it is likely to have a significant effect, individually or cumulatively on the designation objectives.	Not within the international environmental designation or its buffer.
National designations (1)	Stage 1	Site of Special Scientific Interest National Nature Reserve Geological Conservation Review Site Scheduled Ancient Monument Listed Building	Within the national designation.	The site is within close proximity and further investigation is required at stage 2 to determine whether it has an unacceptable negative impact.	The site is not within the national designation or within close proximity.

Table 3: Site assessment criteria

Criteria	Stage at which criteria considered	Designation/Issue	Reject	Accept but further investigation/mitigation required	Accept
National designations (2)	Stage 1	Registered Historic Parks and Gardens Area of Outstanding Beauty Groundwater Source Protection Zone Conservation Areas	Not applicable.	The site is within the national designation or is within close proximity and further investigation is required at stage 2 to determine whether it has an unacceptable negative impact.	The site is not within the national designation or within close proximity.
Local environmental designations	Stage 1	Local Nature Reserves Tree Preservation orders Ancient woodland Sites of Nature Conservation Interest Regionally Important Geological or Geomorphological Site Heritage Coast Land Instability Zones Heritage assets (local lists) Sewage treatment odour consultation zones	Not applicable.	The site is covered by a local designation or is within close proximity and further investigation is required to determine whether it has a negative impact and whether this can be mitigated.	The site is not within a local designation or within close proximity.
Land use allocations	Stage 1	Open space Community facilities Employment areas Other allocations	Within an area protected / allocated/ safeguarded for another use where policy requirements do not allow use of the site for GTTS use.	Within an area protected / allocated/ safeguarded for another use where the policy criteria can be satisfied (e.g. surplus to requirements or loss can be mitigated).	Outside an area subject to a land use designation.
Green Belt	Stage 1	Green Belt	Not applicable.	Located in the Green Belt and will not be considered further unless very special circumstances are identified	Located outside the Green Belt.

Table 3: Site assessment criteria

Criteria	Stage at which criteria considered	Designation/Issue	Reject	Accept but further investigation/mitigation required	Accept
Agricultural land	Stage 1	Agricultural Land Classification Note: Data only held for grade 3, not 3a and 3b.	Not applicable.	Located on higher quality agricultural land (Grades 1, 2 or 3) which should be a lower priority location for development, except where inconsistent with other sustainability considerations. Within flood zone 2 or 3	Located on lower quality agricultural land (Grades 4 or 5) where loss has little weight.
Flood risk	Stage 1	Environment Agency Indicative Flood Mapping and SFRA	Not applicable.	Within flood zone 1.	
<i>Physical constraints</i>					
Flood risk	Stage 2	SFRA Flood risk assessment / evidence	Within flood zone 3b (for potential transit sites) and flood zone 3a or 3b (for permanent sites) where no site specific evidence that the development will be safe and/or will not increase flood risk elsewhere.	Within flood zone 3a (for potential transit sites) and flood zone 2 (for potential permanent sites), to be subject to the exception test at stage 3.	Not applicable.
Safety	Stage 1	HSE Land use planning zones MoD firing zones Air public safety zones	Within a zone where the appropriate authority advises against development.	Within a zone where the appropriate authority advises mitigation measures required.	Outside zones.
Contamination and unstable land	Stage 2 Note: Will be considered at stage 1 if information available	Contaminated Land Unstable Land	Contains an area of unstable or contaminated land that is likely to undermine the site's suitability and achievability.	Could contain unstable or contaminated land that should be subject to further investigation (stage 1) and capable of mitigation (stage 2).	Not located on unstable land. Not located on contaminated land.
Air quality	Stage 1	Air Quality Management Area	Not applicable.	Site within Air Quality Management Area.	Not within Air Quality Management Area.

Table 3: Site assessment criteria

Criteria	Stage at which criteria considered	Designation/Issue	Reject	Accept but further investigation/mitigation required	Accept
Topography	Stage 2	Topography	Steep slopes which make the site unsuitable and/or unachievable.	Sloping or undulating land which may require works to achieve a suitable development.	Level or gently sloping site.
Site access and safety	Stage 2	Access Proximity to major roads	Poor access and/or road of poor standard. Likely to be subject to safety issues from surrounding uses incapable of mitigation	Access poor but capable of being improved. Road of adequate or good standard. Likely to be affected by safety issues but this is capable of mitigation.	Adequate or good access off adequate or good standard of road. Not affected by safety issues.
Accessibility to facilities	Stage 2	Access to facilities: GP Surgery Primary School Shop Access to public transport: Bus stop Train station Frequency of service	Not applicable. Actual distances to be measured and sites to be considered at stage 3.	Not applicable. Actual distances to be measured and sites to be considered at stage 3.	Not applicable. Actual distances to be measured and sites to be considered at stage 3.
Utilities	Stage 2	Water Electricity Sewerage Telecommunications	No access to mains water without considerable expense.	No on-site access to mains water or electricity but connection points within vicinity.	On-site access to mains water and mains electricity.
<i>Potential impacts</i>					
Green Belt (continued)	Stage 3	Green Belt	No very special circumstances exist to justify harmful impact on Green Belt.	Very special circumstances exist to justify harmful impact on Green Belt, but mitigation measures also required.	Very special circumstances exist to justify harmful impact on Green Belt.
Landscape	Stage 2	Landscape impact and visual containment	Unacceptable impact of site upon landscape not capable of mitigation.	Impact capable of mitigation. Potential cumulative impact with other identified sites.	No unacceptable impact on landscape.

Table 3: Site assessment criteria

Criteria	Stage at which criteria considered	Designation/Issue	Reject	Accept but further investigation/mitigation required	Accept
Biodiversity / Protected Species / Important hedgerow	Stage 2	Impact on biodiversity resources or known protected species Site of Special Scientific Interest National Nature Reserve Geological Conservation Review Site	Significant effect and unacceptable impact of site upon ecology or protected species or habitats not capable of mitigation where no overriding public interest.	Impact capable of mitigation. Potential cumulative impact with other identified sites.	No significant effect or unacceptable impact on ecology, protected species or habitats.
Historic environment	Stage 2	Scheduled Ancient Monuments Listed Buildings Historic Parks and Gardens Conservation Areas Heritage assets (local lists)	Adverse impact upon a designation not capable of mitigation.	Adverse impact on a designation but this is capable of mitigation.	No adverse impact on any designation.
Water quality	Stage 2	Groundwater Source Protection Zone	Unacceptable risk to the supply and quality of water resources.	Risk to the supply and quality of water resources capable of mitigation.	No risk to the supply and quality of water resources.
Noise	Stage 2	Noise pollution from surrounding uses e.g. road, rail and air transport	Likely to be adversely affected by noise pollution from surrounding uses that could make for an unacceptable residential environment - Noise exposure categories C & D.	Likely to be affected by noise pollution but this is capable of mitigation - Noise exposure category B.	Not affected by noise issues - Noise exposure category A.
Odour	Stage 2	Proximity to and relationship with the direction of odour from sewage treatment works	Likely to be adversely affected by odour from sewage treatment works that would make an unacceptable residential environment.	Not applicable.	Residents on site could reasonably co-exist with nearby sewage treatment works.

Table 3: Site assessment criteria

Criteria	Stage at which criteria considered	Designation/Issue	Reject	Accept but further investigation/mitigation required	Accept
Residential amenity (Impact of site on adjoining uses)	Stage 2	Relationship with existing adjacent uses	Close proximity to existing adjacent uses esp. residential properties where any potential impact (light, visual, other disturbance) on adjoining uses is not reasonably capable of mitigation.	Close proximity to existing adjacent uses esp. residential properties but any potential impact (light, visual, other disturbance) on adjoining uses is capable of mitigation.	Unlikely to adversely affect existing adjoining uses.
Residential amenity (Impact of adjoining uses on site)	Stage 2	Relationship with existing adjacent uses	Close proximity to existing adjacent uses and any potential impact from these uses (light, visual, other disturbance) on the site is not reasonably capable of mitigation.	Close proximity to existing adjacent uses but any potential impact from these uses (light, visual, other disturbance) on the site is capable of mitigation.	Unlikely to be adversely affected by existing adjoining uses.
Availability	Stage 2	Promoted sites, public land ownership etc.	There are known legal or ownership problems, such as multiple ownerships, ransom strips, tenancies or operational requirements which cannot be resolved.	There continues to be doubt over whether the site is genuinely available for Gypsy, Traveller or Travelling Showpeople (GTS) use after further investigations.	There is evidence that the landowner is willing to sell and/or a developer is interested in developing within the timeframe of the DPD. There are no known legal or ownership problems, such a multiple ownerships, ransom strips, tenancies or operational requirements which are not capable of being overcome within the timeframe of the DPD.
Achievability	Stage 2	Deliverability Viability	Has hope value for housing. Extensive buildings on site requiring demolition. Other constraints	Site constraints capable of being overcome but where extent and cost of mitigation are unclear at this stage.	In a location where housing development is contrary to spatial policy. No site constraints needing to be overcome.

Table 3: Site assessment criteria

Criteria	Stage at which criteria considered	Designation/Issue	Reject	Accept but further investigation/mitigation required	Accept
			incapable of resolution without considerable expense.		

4 Impacts assessments

Sustainability appraisal and strategic environmental assessment

- 4.1 Integrating sustainability into the process of site selection from the earliest opportunity will help choose sites that contribute to more sustainable development in Dorset. Demonstrating how sustainability has informed the selection of sites from alternatives is also an important part the sustainability appraisal process. This 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.
- 4.2 A Sustainability Appraisal (SA) Scoping Report for the DPD has been produced and is available to view on the dorsetforyou website <http://www.dorsetforyou.com/397367> This sets out the principal sustainability issues for the DPD and a set of sustainable development objectives for appraising the plan. These objectives have helped in testing the suitability of criteria for assessment and will be used in the assessment of site impacts.
- 4.3 There is a need for SA to be integrated into the process of site selection to help make sure the sites chosen for development are compatible with sustainable development. The criteria used in site selection already closely relate to sustainable development, covering environmental protection and meeting social needs. To help make sure the criteria covered sustainability concerns in as much detail as possible the initial stage of the SA was to compare the sustainability objectives developed for the SA with the proposed site selection criteria. A matrix was prepared comparing proposed site selection criteria to the sustainability objectives to check for the coverage of issues and make recommendations where necessary. This resulted in a number of changes to the site selection criteria to provide a better fit with sustainability.
- 4.4 Changes to the criteria included:
- Incorporating locally important buildings in reviewing built environment impacts
 - Using the noise exposure categories in PPG24 to assess noise impacts
 - Making sure amenity impacts for future residents of Gypsy and Traveller sites and existing settled residents are covered by separate criteria.
- 4.5 The SA of sites is ongoing and an SA report looking at the initial shortlist of potential sites has been prepared. This assesses each of the proposed sites against the SA objectives to identify their implications for delivering sustainable development.

Habitats regulations assessment

- 4.6 Habitats Regulations Assessment (HRA) is also being undertaken of the emerging DPD. This will assess sites to identifying their potential for impacts on internationally designated nature conservation sites in and around Dorset. The initial screening report is available at <http://www.dorsetforyou.com/media.jsp?mediaid=159928&filetype=pdf> Further screening of sites will be completed for the draft DPD.

Health and equalities and diversities impacts assessment

- 4.7 The health and equalities impacts of the DPD proposals will be assessed as part of the SA process. These themes are essential components of delivering sustainable development. The findings of these assessments will be incorporated into the emerging DPD.

5 Sources of potential sites

- 5.1 It is important for the site assessment process to consider as many potential sites as possible so that all reasonable options can be said to have been investigated. Potential sources have therefore included the following:

Request for sites

- 5.2 Landowners, agents, councils, other public sector agencies, Registered Social Landlords (RSLs), other stakeholders and Gypsy and Traveller representatives were invited to put forward sites through a “request for sites” exercise, which was carried out during summer 2010.

Local authority land

- 5.3 All land owned by district, unitary and county councils was identified on GIS layers and investigated by the project team to identify potentially suitable land which could be made available by the councils to meet their agreed objectives.

Sites from previous and current land availability studies

- 5.4 Sites which had been previously rejected for housing on the grounds that they are located outside settlement boundaries but may be otherwise suitable, were investigated.

Major landowners

- 5.5 Local agents were contacted to identify any potential from land held by large private estates, the Church Commissioners or other public bodies.

Sites with previous planning history and/or unauthorised developments

- 5.6 Existing sites with temporary and/or personal consents and unauthorised sites were also investigated to see if they could be suitable for permanent residential or transit provision.

6 Results of the site assessment process

6.1 The following section summarises the results of the site assessment process. The site appendices set out the detailed breakdown of sites assessed at stages 1 and 2 per authority area.

Number of sites assessed

6.2 Table 4 below sets out a summary of the number of sites identified for site assessment, the numbers rejected during the site assessment process and the number of shortlisted sites and Green Belt sites for possible further investigation to be considered further through the DPD process.

Table 4: Numbers of sites assessed

Authority	No. of sites rejected at stage 1	No. of sites rejected at stage 2	No. of shortlisted sites	No. of Green Belt sites for possible further investigation	Total sites
Bournemouth	3	5	1	3	12
Christchurch	2	14	1	2	19
East Dorset	2	45	0	8	55
North Dorset	4	47	17	0	68
Poole	0	20	3	0	23
Purbeck	2	99	4	0	105
West Dorset	2	72	4	0	74
Weymouth and Portland	0	18	2	0	20
DORSET	15	320	32	13	380

6.3 The number of sites identified for site assessment varies considerably between local authorities. The primary reasons for these variations relate firstly to the pattern of development within each authority area and, secondly, the extent of overriding environmental constraints.

6.4 The relatively fewer identified sites for assessment in Bournemouth, Christchurch, Poole and Weymouth & Portland reflects the largely built up nature of these areas, where sites for Gypsies, Travellers and Travelling Showpeople have to compete with many other, often more economically valuable, land uses, such as residential and commercial uses.

6.5 In addition, there are significant numbers of international and national environmental designations, particularly within parts of eastern Dorset, which again limits the number of sites entering the site assessment process.

Reasons for rejection

6.6 Those sites which were rejected at stage 1 were mainly sites located within international environmental designations or sites allocated in local plans for alternative uses where there continues to be evidence of need.

6.7 At stage 2, the reasons for rejection varied considerably from sites being subject to physical constraints incapable of mitigation, to likely adverse impacts on adjoining environmental designations and/ or landscape/townscape character, again incapable of mitigation.

6.8 Given the scale of the exercise, no sites were subject to detailed viability assessments at stage 2. However, some sites, because of the likely cost required to remove identified physical constraints, were rejected on the grounds that site assembly and development were unlikely to be achievable.

Shortlisted sites

6.9 Table 5 below sets out those sites which have been identified as potentially suitable, available and achievable for Gypsy, Traveller or Travelling Showpeople uses.

Table 5: Shortlisted sites

Site name	Nearest settlement
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Bournemouth

Land off Park Road	Bournemouth
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Christchurch

Grange Road DSO Depot	Christchurch
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North Dorset

Land at Woodhouse Cross	Gillingham
Land at Thickthorn Lane	Hazelbury Bryan
Little Crate Farm	Hazelbury Bryan
Land at Pleck	Pleck
Land at Military Lane	Kingston
Site at Todber Road	Marnhull
Land at Crown Road	Marnhull
PlantWorld	Milton on Stour
The Corner	Motcombe
The One Oak	Pulham
Site at Calves Lane	Shaftesbury

Land east of Shaftesbury	Shaftesbury
Stour Yard	Stour Provost
Land adj. The Old Quarry	Stour Provost
North Dorset Business Park	Sturminster Newton
Bottles (part)	West Stour
Downfield	Winterborne Stickland

Poole

Land at Former Community Centre site	Poole
Lodge Hill	Poole
Branksome Triangle	Poole

Purbeck

Land at Washpond Lane and Ulwell Road	Swanage
Land off High Street, Herston Cross	Swanage
County Farm, Burnham Lane/Washpond Lane	Swanage
Land adjacent to Meadow View, East Burton Road	East Burton

West Dorset

Shady Side	Beaminster
Piddlehinton Gypsy Site	Piddlehinton
Land south of West Stafford	West Stafford
Land east of Coles Lane	Yetminster

Weymouth & Portland

Land adj. Civic Amenity Site	Weymouth
Park & Ride site	Weymouth

- 6.10 Although all sites have been assessed for their relative accessibility to key services, such as GP surgery, local shop, primary school and bus service, no sites have been rejected at stage 2 due to their relative remoteness from such services. This is primarily because there are no agreed distance thresholds contained within national or local policy which can be used to reject sites purely on these grounds. Local authorities are also advised in the relevant circulars to be realistic about the availability of alternatives to the car in accessing local services.
- 6.11 Similarly, at this stage, sites have not been assessed regarding their location relative to those settlements identified within adopted or emerging core strategies as suitable locations for future development.
- 6.12 The intention will be to further examine the shortlisted sites through the DPD process and to consider whether and how to give preference to sites which are best located relative to a number of spatial planning considerations.

Other sites for further investigation

Major new housing developments

- 6.13 It may be appropriate to consider making provision for Gypsies, Travellers and/or Travelling Showpeople as part of the wider planning for housing. There may be benefits in terms of promoting longer term social inclusion if such developments were to be planned comprehensively for the future needs of all communities.

Sites within the Green Belt

- 6.14 A number of sites identified for assessment are located within the Green Belt. The development of land for Gypsies, Travellers and Travelling Showpeople within the Green Belt is considered inappropriate development, as set out in national Planning Policy Guidance (PPG) 2: Green Belts. However, if very special circumstances apply, development may be acceptable, as with other forms of development. The lack of suitable sites outside of Green Belt land to meet identified needs could be considered very special circumstances.
- 6.15 Therefore, Table 6 below sets out a number of sites located within the Green Belt which could be subject to further investigation through the DPD process, should there be a requirement to do so.

Table 6: Green Belt sites for possible further investigation

Site name	Nearest settlement
-----------	--------------------

Bournemouth

Land near Erlin Farm	Bournemouth
Careys Road	Bournemouth
Throop Road	Bournemouth

Christchurch

Land at Hurn Court Farm, Parley Lane	Hurn
Plots 22B/C/D/E Dudmoor Farm Road	Christchurch

East Dorset

County farm - Candy's Lane	Corfe Mullen
Site off Pompey's Lane	Ferndown
Uddens (Cannon Hill) Plantation	Ferndown
51 Wayside Road	St Leonards
Twin Acorn	Horton
Oakley Farm	Three Legged Cross
Keith Acres	Verwood
Chipping Depot	Woodlands

Shortlisted sites and sites for further investigation

To answer this question please use the questionnaire provided

Question 19: Do you have any evidence or information about any of these sites which will help the Dorset councils to determine whether they are available, suitable and achievable for Gypsy, Traveller or Travelling Showpeople provision? (If yes, please specify)

Sites not currently available

- 6.16 A significant number of sites, which were identified as otherwise suitable, were rejected at stage 2 purely because the landowner indicated that the site was not currently available for Gypsy, Traveller or Travelling Showpeople uses. These sites could potentially be revisited later in the DPD process should there be a need. These sites are included within the list of rejected sites set out in the site appendices.
- 6.17 The following two sites located in West Dorset were recommended by consultants as potentially suitable, available and achievable for Gypsy or Traveller uses but the Council has decided that these sites should be removed from the shortlist and considers that they should be rejected on the grounds of landscape impact.

Wintergreen Barn	Beaminster
Three Gates, Land west of Sandy Lane	Leigh

Other sites

To answer this question please use the questionnaire provided

Question 20: If the councils find that they are unable to identify enough suitable, available and achievable sites to meet local needs for the future, what do you think they should do? (please pick one of the following):

Option 1) Allocate land for Gypsies, Travellers and Travelling Showpeople as part of major new housing developments;

Option 2) Consider possible sites within the Green Belt;

Option 3) Use compulsory purchase powers to make available otherwise suitable sites which were previously known to be unavailable;

Option 4) Reconsider sites previously rejected in this exercise, provided development would avoid serious impact on the environment;

Option 5) Consider other sites (please specify);

Option 6) Alternative option (please specify)

7 Capacity and delivery

Site capacity

- 7.1 All shortlisted sites have been subject to an initial broad assessment of the number of pitches or plots which could be provided on site.
- 7.2 This has taken account, firstly, of:
- Designing Gypsy and Traveller Sites: Good Practice Guide (CLG, 2008);
 - Travelling Showpeople's Sites Model Standard Package (The Showmen's Guild of Great Britain, 2007)
 - Any relevant planning history and existing unauthorised uses; and
 - Templates developed for the DPD
- 7.3 These have helped to determine the optimum size and configuration of pitches (or plots) on site. On larger sites we may assume a mix of pitch sizes to reflect the needs of different families.
- 7.4 Site capacity has taken account of on-site constraints and the need, where appropriate, for landscaping and other mitigation measures to achieve a suitable development. A generous approach to landscaping and access arrangements has been taken to ensure a high standard of design can be achieved on site. This will result in sufficient access and accommodation space to create a site which Gypsy, Traveller or Travelling Showpeople find attractive. At the same time, sufficient space and landscaping will help to conserve the residential amenity of neighbouring uses.

Identified capacity by local authority area

- 7.5 Table 8 below sets out a summary of the initial broad assessment of potential capacity from the shortlisted sites by local authority area. This is set against the possible preliminary targets for the DPD period, discussed in section 2.
- 7.6 It must be stressed that this is only an initial assessment of capacity and relates to a preliminary estimate of future needs based upon the Dorset authorities agreed 2008 estimate of needs to 2011 and a 3% compound growth rate for needs to 2028.
- 7.7 The level of local needs in the light of historic demand will need to be reviewed as part of the preparation of the DPD, agreed by the Dorset councils and tested.
- 7.8 Nevertheless, the table starts to flag up those local authority areas where there may be a need to identify further sites and/or consider sites within the Green Belt. It is also likely that as the shortlisted sites are tested through the DPD process, some of them will be identified as not suitable, available or achievable.
- 7.9 The table demonstrates that, for the whole of the Dorset study area, the shortlist of sites may deliver most if not all of the 5 year pitch requirements identified up to 2011. The potential capacity from Green Belt sites for possible further investigation would contribute significantly to meet needs for the period to 2028.

Table 8: Estimates of pitch requirements and identified pitch supply

Authority	Pitch requirements		Pitch supply			Capacity of Green Belt sites for possible further investigation
	2006-2011	2012-2028 (3% compound growth p.a.)	Capacity of shortlisted sites		Transit	
	Residential	Transit	Residential	Transit		
Bournemouth	13	12	0	10	16	
Christchurch	12	16	15	0	18	
East Dorset	13	20	0	0	68	
North Dorset	20	20(*)	45	30	0	
Poole	18	8	19	16	0	
Purbeck	20	21	11	0	0	
West Dorset	20	22	6	10	0	
Weymouth & Portland	0	25	0	5	0	
DORSET	111	144(*)	96	71	102	

(*) Plus 100 pitches for Steam Fair

** Plus transit pitches to meet needs 2012-2028

- 7.10 However, the situation is different for each local authority. In North Dorset and Poole, sufficient pitches have been identified from the shortlisted sites to broadly meet needs up to the end of the Plan period in 2028. In Purbeck, West Dorset and Weymouth & Portland insufficient potential sites have been identified to meet current needs to 2011.
- 7.11 In Bournemouth, Christchurch and East Dorset some provision has been identified from shortlisted sites and other sites within the Green Belt have been identified for further investigation to meet needs beyond to 2028, if required.
- 7.12 Where insufficient capacity has been identified, it is likely that these authorities will need to identify other sites, either from the list of Green Belt sites for possible further investigation (Table 6), from the list of suitable sites already assessed which are not currently available (contained within the site appendices), from reassessing sites allocated or identified for other uses, or from other sites which may be identified by stakeholders and communities through the DPD process.
- 7.13 Due to the small requirement for Travelling Showpeople plots for the whole of Dorset, it is anticipated that this number will be met from the shortlisted sites and should be identified during the DPD process. Shortlisted sites with particular potential for Travelling Showpeople uses have been identified in the site appendices.

Delivery issues

Accommodating the site needs of different travelling communities

- 7.14 Gypsies and Travellers are not a uniform homogeneous community, but rather a group of communities which share some features but have their own histories and traditions. Even within each main group there is fragmentation between different families which emphasises the lack of a cohesive community and the need to avoid over generalisations.
- 7.15 The Dorset Traveller Needs Assessment confirms that the different groups in Dorset are New Travellers (60%), English Gypsies / Romanies (25%), Irish Traveller (7%), Showmen (4%), Welsh and Scottish Gypsies (2%) and 'other' (2%). Romany Gypsies and Irish Travellers are recognised in law as distinct ethnic groups and are legally protected from discrimination under the Race Relations Acts.
- 7.16 The project team was told by many stakeholders that different groups do not mix on sites and have differing site requirements. The Dorset Traveller Needs Assessment concluded that "separate sites for English Gypsies and New Travellers appear to be a practical necessity, reflecting differences in travelling patterns and cultural attitudes." (para. 5.2.3.).
- 7.17 The DPD will therefore need to be sensitive to these dynamics when considering the relationship between identified local needs, overall pitch requirements and the number of potential sites. It will be important to ensure that sufficient sites have been identified to meet the needs of each community.

Making pitches affordable

- 7.18 The project team was told that sites needed to be made available at low rent levels to reflect low incomes within some travelling communities. There may therefore be a continuing need for affordable pitches to be provided. The DPD will need to identify delivery mechanisms for appropriate sites, and this may relate to public site provision to ensure that affordable pitches will be provided to meet local needs.

The balance between public and private provision

- 7.19 National policy and initial consultation with communities has revealed a preference for private sites and the Dorset Traveller Needs Assessment states that there is significant scope for more private sites in Dorset.
- 7.20 Currently, there are 5 Council owned sites in Dorset and Poole. These sites provide pitches at subsidised rent levels. The Dorset Traveller Needs Assessment recommends that there should be further long stay public provision “at the very least to make up the pitch reductions since designation (i.e. about 30 pitches).” (para. 5.2.4). If additional public provision is to be made, the site(s) must be identified and be clearly capable of implementation, including the confirmation of funding sources.

Public and private provision

To answer this question please use the questionnaire provided

Question 21: Do you agree that the priority should be to identify privately owned Gypsy, Traveller and Travelling Showpeople sites within the area?

Question 22: If no, do you consider that the priority should be additional public sites?

Deliverability of sites

- 7.21 In view of the urgency of the need for additional pitches, there must be reasonable certainty that the sites identified in the DPD will be implemented, that is they are genuinely deliverable. Deliverability will be a key aspect of the site assessment process.
- 7.22 A number of potential delivery models have been developed which will be investigated further during the preparation of the DPD.

Delivery model 1

- 7.23 Firstly, there may be sites which are currently owned by individual Gypsy, Traveller and Travelling Showpeople families which can be developed to meet immediate family requirements. In this case, allocation in a DPD would provide the planning policy context for early progression of a planning application and for development to take place or for currently unauthorised development to become authorised.

Delivery model 2

- 7.24 Secondly, there may be sites which are currently owned by individual Gypsy, Traveller and Travelling Showpeople families where there is capacity for greater use

of the site for further pitches. In this case, initial discussions will be undertaken with the owners to identify whether there are likely to be future family or extended family needs requiring the allocation of the site for a greater number of pitches than is currently required. In this case, allocation in the DPD with a phasing programme to secure provision for future need would be the appropriate way forward.

Delivery model 3

- 7.25 Thirdly, there may be sites which are not currently owned by Gypsy, Traveller and Travelling families but which have potential to be developed for such uses. Allocation in the DPD would identify these sites to travelling communities and they could be purchased on the open market. Alternatively the Councils could consider using Homes Bonus or other monies to buy the site or identify their own public assets and then make them available to organised Gypsy and Traveller groups on a non-profit making basis for them to develop and manage. Such groups could also be offered the opportunity to buy stakes in the site, allowing the income from such sales to provide further sites. There are emerging examples of innovative acquisition and funding arrangements across the country.

Delivery model 4

- 7.26 Fourthly, there may be sites where the Councils consider that additional affordable pitch provision may be appropriate. In this case, the Councils should investigate the potential for either buying sites or developing their public assets using Homes Bonus or central Government site grant funding or other monies to secure or increase affordable provision. Sites could then either be managed by a Council or a Registered Social Landlord.

Delivery model 5

- 7.27 Finally, if the Council decides to pursue the longer term option of seeking Gypsy and Traveller provision on large housing urban extension sites, there is the opportunity to require large housing allocations in Core Strategies and/or subsequent allocations DPDs to provide for Gypsy and Traveller pitches. These could then be sold on the open market or affordable pitches brought forward and managed by the Councils or RSLs.
- 7.28 All the shortlisted sites have been subject to an initial broad assessment of the potential delivery model(s) which may be appropriate. The site appendices include details of the results of this initial assessment. Potential delivery solutions will be investigated further through the DPD process with landowners and other stakeholders to ensure that sites identified in the submission DPD are capable of being developed during the plan period.

Delivery of sites

To answer this question please use the questionnaire provided

Question 23: Please indicate the best ways of delivering Gypsy and Traveller sites? (please pick one or more)

Option 1: Granting permission to existing Gypsy and Traveller sites which currently don't have permission (i.e. they are currently unauthorised);

Option 2: Extending or putting more pitches on existing Gypsy and Traveller sites;

Option 3: Identifying new sites for purchase by Gypsies and Travellers;

Option 4: Providing new public sites;

Option 5: Requiring developers to provide new pitches as part of major new housing developments;

Option 6: Other (please specify).

8 Next steps

- 8.1 This Issues and Options document forms the first stage in the production of a Dorset-wide Gypsy, Traveller and Travelling Showpeople Site Allocations DPD.
- 8.2 The Dorset councils welcome comments on the contents of this document by 10 February 2012.
- 8.3 The Dorset councils will consider the responses received and will use them to help develop a draft DPD during 2012.
- 8.4 The draft DPD will then be made available for further public consultation.
- 8.5 The draft DPD will be subject to an independent public examination and the intention is that the Dorset councils will adopt the final DPD by the end of 2013.

Next stages


Question 24: Would you like to be kept informed of progress with the DPD?

Site appendices by local authority area


Location of sites in Bournemouth





Shortlisted site

<p>Site name & settlement: Land off Park Road, Bournemouth</p>	<p>Summary of assessment:</p> <p>A wooded, green area bordered by 2 main roads to the north and east (A338) and adjacent car park to the south.</p>	<p>Number of pitches: 10</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> The site could be subject to noise and air pollution due to nearby busy roads and the main railway station. However, the site is safe with little adverse environmental impact and good access to public transport.</p> <p><i>Is it available?</i> The northern part is allocated in the Bournemouth Borough Wide Local Plan for the Wessex Way junction improvement. Therefore the site would only be available in the short/medium term for transit use. If the lease on the car park was to lapse, this part of the site would be suitable for longer term transit provision.</p> <p><i>Is it achievable?</i> There are no abnormal costs that would prevent the site from coming forward.</p>	<p>Type of provision: Transit</p> <p>Type of traveller: Romany Gypsies or Irish Travellers</p> <p>Delivery: Public managed</p>

Sites for possible further investigation

<p>Site name & settlement: Land near Erlin Farm, Muscliffe Lane, Bournemouth</p>	<p>Summary of assessment:</p> <p>The site is on the periphery of Bournemouth and is currently undeveloped.</p>	<p>Number of pitches: 3</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> The site is within Green Belt. The site is adjacent a Conservation Area and Local Nature Reserve. It is also adjacent residential properties and may impact on residential amenity. However, this could be managed by good site design and subject to the site being accessed from the lane which leads to the farm. It has relatively good access to local services and buses.</p> <p><i>Is it available?</i> The site is publicly owned and therefore deemed available in principle.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints needed to overcome.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: New Travellers or Romany Gypsies</p> <p>Delivery: Privately owned and managed</p>

<p>Site name & settlement: Careys Road, Off Broadway Lane, Bournemouth</p>	<p>Summary of assessment:</p> <p>The site is a strip of unmanaged grassland.</p>	<p>Number of pitches: 5</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> The site is within Green Belt. Houses near the site are separated by an adjacent field. In terms of access to local services, there is no primary school within 2.5km, however there is a bus stop close by.</p> <p><i>Is it available?</i> The site is publicly owned and therefore available in principle.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints needed to overcome.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: New Travellers or Romany Gypsies</p> <p>Delivery: Privately owned and managed</p>

<p>Site name & settlement: Throop Road, Bournemouth</p>	<p>Summary of assessment:</p> <p>The site is a green field site on the edge of the urban area.</p>	<p>Number of pitches: 8</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> The site is within Green Belt. There are trees on site which would need protecting in any scheme. Properties to the south are well screened by trees and bushes, although this could be improved with extra screening for properties to the very south eastern corner of the site. The site has quite good access to services.</p> <p><i>Is it available?</i> The site is publicly owned and therefore available in principle.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints needed to overcome.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: New Travellers or Romany Gypsies</p> <p>Delivery: Privately or publicly owned and managed</p>

Rejected sites


Bournemouth

Site name	Settlement	Reason for rejection
Former landfill site near Ringwood Road	Bournemouth	The site was rejected at Stage 1 due to the presence of contaminated land.
Land opposite St Andrew's Church	Bournemouth	The site would have an unacceptable impact on the landscape character, the purposes of the Green Belt and the setting of a listed building.
Land off Hyde Road	Bournemouth	The site was rejected at stage 1 due to impact on open space.
Ex school site (Leigh Site)	Bournemouth	The site is not available for Gypsy and Traveller use.
Land adjacent to Bournemouth West Roundabout	Bournemouth	The site is required for future highway improvements at Bournemouth West Roundabout.
Car Park off Palmerstone Road	Bournemouth	Policy 8.22 applies to the site which requires retaining parking spaces, either on-site, on a site nearby or can be reduced 'by the provision of alternative transport measures'. None of these criteria can be met at present, but should be reviewed in the future.
Land off Sylmor Gardens	Bournemouth	The site was rejected at stage 1 due to impact on open space.
Land north of Throop Road	Bournemouth	The site would have an unacceptable impact on the landscape character and purpose of the Green Belt. It is also immediately north of the archaeological sensitive Berry Hill Age Barrow and in close proximity to sewerage works.


Location of sites in Christchurch




Shortlisted site

<p><i>Site name & settlement:</i> Grange Road DSO Depot, Grange Road, Christchurch</p>	<p><i>Summary of assessment:</i></p> <p>Existing Council depot including industrial style units car parking and storage areas.</p> <p><i>Is it suitable?</i> The site is previously developed land with good access and which has no impacts on landscape or biodiversity. The proximity to housing may cause amenity issues which will need to be resolved. There could be contamination at this site. The site has good access to bus stops and a shop. However, the doctors and primary school are further away. There are local sports facilities to the north.</p>	<p><i>Number of pitches:</i> 15</p>
<p><i>Site map</i></p> 	<p><i>Is it available?</i> The site is currently in use but may be available in the longer term if an alternative site is found.</p> <p><i>Is it achievable?</i> Existing industrial buildings will need to be demolished.</p>	<p><i>Type of provision:</i> Transit or Residential</p> <p><i>Type of traveller:</i> Romany Gypsies, Irish Travellers or Travelling Showpeople</p> <p><i>Delivery:</i> Existing publicly owned site to be developed for publicly managed provision</p>

Sites for possible further investigation

<p><i>Site name & settlement:</i> Plots 22 B/C/ D/E Dudmoor Farm Road, Christchurch</p>	<p><i>Summary of assessment:</i></p> <p>Three existing plots occupied by Gypsies.</p> <p><i>Is it suitable?</i> The site is within Green Belt. The site is outside the main urban area of Christchurch, within 400 metres of Dorset heathland. However, the site has been developed for over 25 years and allocation will not result in any further adverse impact on biodiversity. Landscape quality has deteriorated in the area. However, continued use of these plots will not be damaging. Making this site permanent will give the current occupants security. The site is not located close to any key facilities or bus stops.</p>	<p><i>Number of pitches:</i> 3</p>
<p><i>Site map</i></p> 	<p><i>Is it available?</i> The site contains three plots which are occupied by Gypsy families.</p> <p><i>Is it achievable?</i> The site is currently developed.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Existing occupants</p> <p><i>Delivery:</i> Existing privately owned Traveller sites requiring planning permission</p>

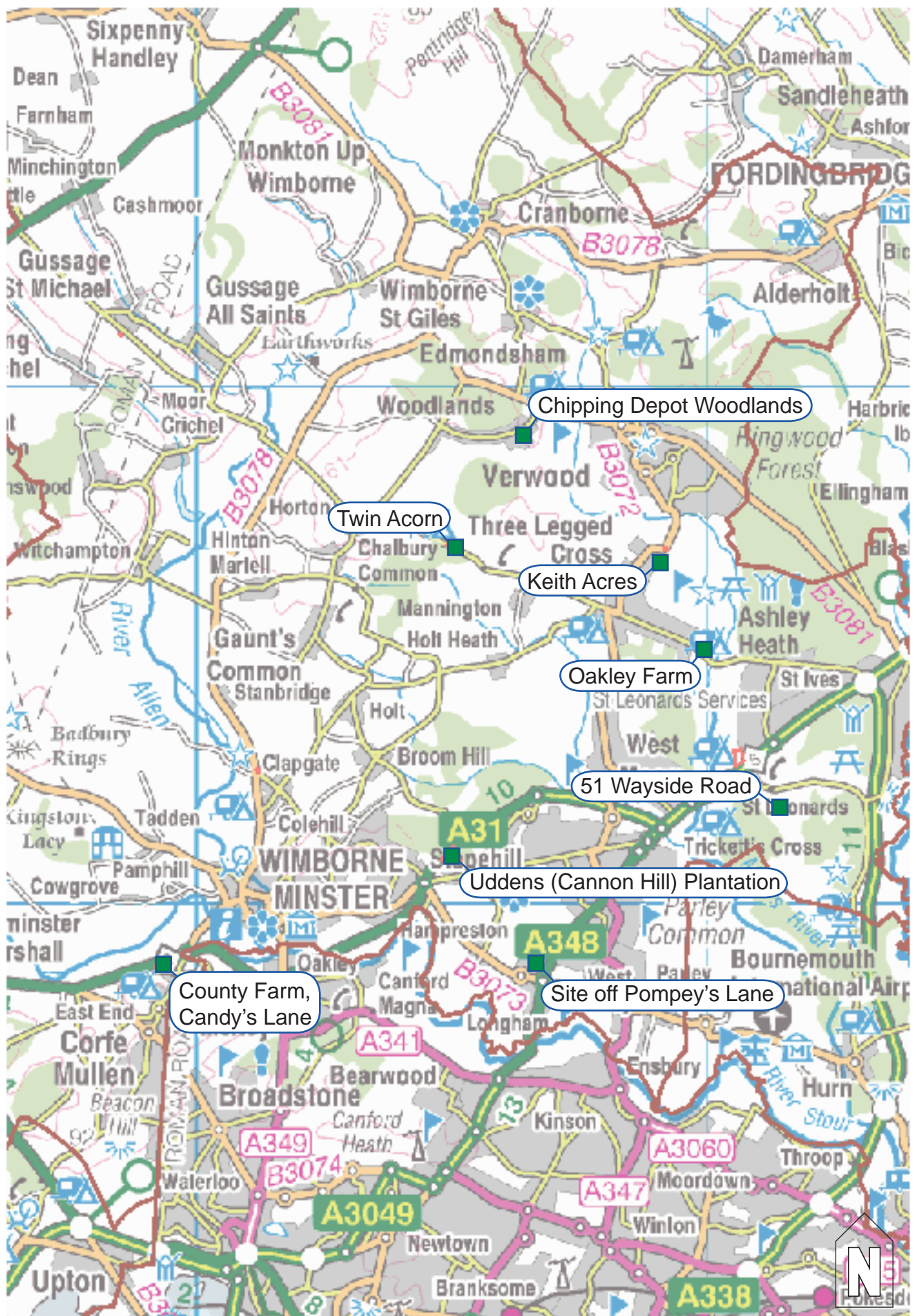
<p><i>Site name & settlement:</i> Land at Hurn Court Farm, Parley Lane, Hurn</p>	<p><i>Summary of assessment:</i></p> <p>Land currently being extracted for sand and gravel.</p> <p><i>Is it suitable?</i> The site is within Green Belt. Large area with earth bunding and vegetation along boundaries with good road access off Parley Lane. There would be little impact on the landscape. The best location for a site would be in the north western corner near to the lit road and terminal buildings. Any redevelopment of the site would need to ensure the site is made safe and stable. The site has a nearby bus stop and a shop around 1km away. However, the doctors and schools are around 4km away. The site is also directly next to Bournemouth Airport so it may be noisy for future occupants.</p>	<p><i>Number of pitches:</i> 15</p>
<p><i>Site map</i></p> 	<p><i>Is it available?</i> The owner may be open to further discussions.</p> <p><i>Is it achievable?</i> Reclamation will be delivered by the sand and gravel company but further costs are unclear.</p>	<p><i>Type of provision:</i> Transit</p> <p><i>Type of traveller:</i> Romany Gypsies, Irish Travellers or New Travellers</p> <p><i>Delivery:</i> Purchase of land by public bodies for publicly managed provision</p>

Rejected sites


Christchurch


Site name	Settlement	Reason for rejection
Land to the east of Burton	Burton	The site is unavailable for use and has therefore been discounted at stage 2.
Car park, adj. Council depot, Grange Road	Christchurch	The site is unavailable for use and has therefore been discounted at stage 2.
Three Oaks, 23b Dudmoor Farm Road	Christchurch	A previous planning appeal has established that the site is unsuitable for permanent residential use, due to the policy of resisting an increase in residential uses in close proximity to protected Dorset heathlands and the impact of development on the openness of the Green Belt.
Plots 5/6 Dudmoor Farm Road	Christchurch	A previous planning appeal has established that the site is unsuitable for permanent residential use, due to the policy of resisting an increase in residential uses in close proximity to protected Dorset heathlands and the impact of development on the openness of the Green Belt.
Hurnwood Park, Avon Causeway, Hurn	Christchurch	The site is within 400m of Dorset heathlands and any net additional residential development would be contrary to policy protecting the heathlands.
Bostwick Farm, Matchams Lane, Hurn	Christchurch	The site is within 400m of Dorset heathlands and any net additional residential development would be contrary to policy protecting the heathlands.
Land south of Porfield School, Parley Lane	Christchurch	Subject to very special circumstances justifying development within the Green Belt, it is considered that the site could be suitable for Gypsy and Traveller uses. However, the owner has stated that the site is not available.
Land at Bournemouth Airport	Christchurch	The site was rejected at stage 1 as it lies within a designated employment policy area.
Sandacres, off Dudmoor Farm Road	Christchurch	The site is in Green Belt and therefore special circumstances would be required to justify allocation. The site has an established use for 9 caravans, making the site potentially suitable for Gypsy or Traveller uses, with appropriate landscaping and management. However, the owner has stated that the site is not available.
Land at Iford Sports Centre, Iford Bridge	Christchurch	The site was rejected at stage 1 due to its status as protected open space.
Land at Hurn Court Farm (1) opposite Bournemouth Airport entrance	Christchurch	The site is within the Green Belt and development would be exposed and likely to have an adverse impact on the landscape, once reclamation has been completed. There could also be costs associated with providing for an acceptable residential environment.
Land adjoining Purewell Cross Road	Christchurch	The site is subject to a series of environmental and physical constraints which render the site unsuitable for development. It is partly within the Purewell Meadows SSSI.
Land north of Lyndhurst Road, Roeshot Hill	Christchurch	The site is in Green Belt and therefore special circumstances would be required to justify allocation. The site has been identified as a key gateway site for a major new housing area and is therefore not available for Gypsy or Traveller use.
Plot 9 Dudmoor Farm Road	Christchurch	The site is unsuitable for permanent residential use, due to the policy of resisting an increase in residential uses in close proximity to protected Dorset heathlands and the impact of development on the openness of the Green Belt.
Plot 4, Dudmoor Farm Road	Christchurch	The site is unsuitable for permanent residential use, due to the policy of resisting an increase in residential uses in close proximity to protected Dorset heathlands and the impact of development on the openness of the Green Belt.
Forest View, 81 Matchams Lane, Hurn	Hurn	The site has permanent permission for 4 caravans. There is potential in theory for the site capacity to be increased due to the northern part of the site currently being vacant scrubland. However, this would result in a net increase in residential development within 400m of Dorset heathland and would therefore be contrary to policy.


Location of sites in East Dorset





Sites for possible further investigation


<p>Site name & settlement: Land on Candy's Lane, Corfe Mullen</p>	<p>Summary of assessment:</p> <p>The site is previously undeveloped agricultural land</p> <p><i>Is it suitable?</i> The site is within Green Belt. This could be a suitable location within a wider, sensitive landscape.</p>	<p>Number of pitches: 10</p>
<p>Site map</p> 	<p>The site may need a buffer to both protect the amenity of nearby residents and to shield the site from noise and air quality issues from both the nearby busy A31 and a sewage works. Site access from Candy's Lane is poor so there would need to be a new, suitable access.</p> <p><i>Is the site available?</i> The site is owned by Dorset County Council</p> <p><i>Is it achievable?</i> The site is considered achievable if access and amenity issues can be addressed through sensitive design.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: New Travellers or Romany Gypsies</p> <p>Delivery: Public owned and managed</p>


<p>Site name & settlement: Land off Pompey's Lane, Ferndown</p>	<p>Summary of assessment:</p> <p>A small field which has been used for static/touring caravans in the past.</p>	<p>Number of pitches: 1</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> The site is within Green Belt. Development of this site would mean the landscape edge of the town would be further fragmented. Impact would need to be mitigated through screening. Pompey's Lane is an unmade track but adequate for use. The site is in an isolated location with all services around 2km away, although a bus stop is within around 200m.</p> <p><i>Is it available?</i> Recent planning history indicates that the site is available.</p> <p><i>Is it achievable?</i> Constraints on the site could be mitigated but the extent and costs would need to be established.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: Romany Gypsies</p> <p>Delivery: Public owned and managed</p>


<p><i>Site name & settlement:</i> Uddens (Cannon Hill) Plantation, Uddens Drive, Ferndown</p>	<p><i>Summary of assessment:</i></p> <p>The site is a generally flat, triangular site dominated by dense plantation forestry.</p> <p><i>Is it suitable?</i> The site is within Green Belt. The site borders the A31 which could mean it is constrained by noise and safety concerns. Safety fences would be needed. It will be important to conserve the landscape setting and recreational enjoyment of parts of the site, through sensitive design. There is ecological potential on the site from the tree cover and mix of species. The site does not have very good access to most services and the nearest bus stop is over 600m away.</p>	<p><i>Number of pitches:</i> 25</p>
<p><i>Site map</i></p> 	<p><i>Is it available?</i> The site is available for Gypsy and Traveller use.</p> <p><i>Is it achievable?</i> Site constraints could be mitigated through sensitive design, but the extent and costs need to be established.</p>	<p><i>Type of provision:</i> Transit</p> <p><i>Type of traveller:</i> Romany Gypsies, Irish Travellers or New Travellers</p> <p><i>Delivery:</i> Privately owned and managed</p>

<p><i>Site name & settlement:</i> Twin Acorn, Horton Road, Horton</p>	<p><i>Summary of assessment:</i></p> <p>This is an area of farm buildings on the Horton Road.</p> <p><i>Is it suitable?</i> The site is within Green Belt. The area is of good landscape quality. However, development could improve the appearance of the current site. This should be closely associated with existing development. There is housing nearby and a buffer would be needed to minimise potential impacts. Most services are about 4km away, so site residents are unlikely to use public transport. The site may prove a good site for some types of Travellers, although it is isolated.</p>	<p><i>Number of pitches:</i> 8</p>
<p><i>Site map</i></p> 	<p><i>Is it available?</i> The site is not in use and is subject to an Enforcement Notice to prevent its use as a caravan site. Availability at this stage is unconfirmed.</p> <p><i>Is it achievable?</i> The site is considered achievable if work to mitigate impacts on the landscape isn't too costly.</p>	<p><i>Type of provision:</i> Residential or transit</p> <p><i>Type of traveller:</i> Romany Gypsies or Irish Travellers</p> <p><i>Delivery:</i> Privately owned and managed</p>

<p><i>Site name & settlement:</i> 51 Wayside Road, St Leonards</p>	<p><i>Summary of assessment:</i></p> <p>The site is already in partial lawful use with two residential units and several unauthorised static and touring caravans.</p>	<p><i>Number of pitches:</i> 2</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is within Green Belt. The site is well screened in landscape terms. It has poor accessibility to services.</p> <p><i>Is it available?</i> The site is available for limited development if required by the owner to meet future family needs.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Romany Gypsies</p> <p><i>Delivery:</i> Privately owned and managed</p>

<p><i>Site name & settlement:</i> Land at Oakley Farm, Three Legged Cross</p>	<p><i>Summary of assessment:</i></p> <p>This site is currently used as a transit Gypsy and Traveller site. A part is previously developed but there is an open area behind it.</p>	<p><i>Number of pitches:</i> 4</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is within Green Belt. The site has relatively poor access to most services. Concerns about landscape could be best addressed through using existing, developed parts of the site.</p> <p><i>Is it available?</i> The site is available for Gypsy and Traveller use.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential or transit</p> <p><i>Type of traveller:</i> Romany Gypsies, Irish Travellers or New Travellers</p> <p><i>Delivery:</i> Privately owned and managed</p>

<p><i>Site name & settlement:</i> Keith Acres, Verwood</p>	<p><i>Summary of assessment:</i></p> <p>This is an existing caravan site for a limited period each year.</p>	<p><i>Number of pitches:</i> 15</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is within Green Belt. The impacts on the ecology of nearby heathlands and landscape will not change if existing lawful use (seasonal caravan use) continues. 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.</p> <p><i>Is it available?</i> This needs to be established with the owner.</p> <p><i>Is it achievable?</i> The site is currently a touring caravan site. It is achievable, subject to availability.</p>	<p><i>Type of provision:</i> Transit</p> <p><i>Type of traveller:</i> Romany Gypsies, Irish Travellers or New Travellers</p> <p><i>Delivery:</i> Privately owned and managed</p>

<p><i>Site name & settlement:</i> Chipping Depot Woodlands, Verwood Road, Woodlands</p>	<p><i>Summary of assessment:</i></p> <p>This site is a gravel depot owned by the County Council.</p>	<p><i>Number of pitches:</i> 3</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is within Green Belt. Any negative impacts on the amenity of neighbouring housing and local landscape would need to be mitigated. The site has poor access to most services, although the village has a bus stop.</p> <p><i>Is it available?</i> It is currently used. However, part of the site is potentially available.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential or transit</p> <p><i>Type of traveller:</i> Irish Travellers or Romany Gypsies</p> <p><i>Delivery:</i> Publicly owned and managed</p>

Rejected sites

East Dorset

Site name	Settlement	Reason for rejection
Rifle Club, Hilbury Road, Alderholt	Alderholt	The site is unavailable for use and has therefore been discounted at stage 2.
Plot 10/11 Poole Road	Barrow Hill	The site is in Green Belt and therefore special circumstances would be required to justify allocation, however Highway authority objection to the increased use of the access in this location make the site unachievable.
Plot 12/13 Poole Road	Barrow Hill	The site is in Green Belt and therefore special circumstances would be required to justify allocation, however Highway authority objection to the increased use of the access in this location make the site unachievable.
Land adjacent to Smugglers Lane	Colehill	The site is rejected for being unsuitable due to its negative impact on landscape, Green Belt and Conservation Area status.
Land off Colehill Lane	Colehill	The site is not available and should therefore be discounted at stage 2
Leigh Road	Colehill	Rejected at stage 2 due to the cumulative potential impacts, including landscape, Green Belt, residential amenity, access and effect on adjacent country parks recreation use.
County Farm - North of the A31	Corfe Mullen	Reject at stage 2 due to flood, Green Belt and landscape impacts
County Farm - Brog Street	Corfe Mullen	Rejected due to landscape, Green Belt, recreational use, residential amenity, access and conservation considerations.
Land at Naked Cross	Corfe Mullen	Unsuitable given proximity to protected heathland and other potential impacts including access and Green Belt.
Land at Blandford Road and Newtown Lane	Corfe Mullen	Potential landscape, protected heathland, access and residential amenity issues result in this site being rejected at stage 2.
Violet Farm	Corfe Mullen	The site is in Green Belt and therefore special circumstances would be required to justify allocation. However, the site is generally suitable with appropriate mitigation. However, the owner has confirmed that it is unavailable.
Land adj Rushall Park Riding Stables	Corfe Mullen	The site is unavailable and has therefore been rejected at stage 2. The site is in Green Belt and therefore special circumstances would be required to justify allocation.
Newlands	Corfe Mullen	Rejected due to negative impact on the Green Belt and surrounding landscape.
Jemeck	Corfe Mullen	Rejected due to negative impact on the Green Belt and surrounding landscape.
Land off Angel Lane	Ferndown	The site has been rejected at stage 2 due to its proximity to protected heathland and SSSI.
Land at 140 Ameysford Road	Ferndown	The site has been rejected at stage 2 due to its proximity to protected heathland, poor access and proximity to neighbouring residential properties.
Land at St Leonards Farm	Ferndown	Rejected due to proximity to protected heathland. It should be noted that development is already located between the sites and this designated heathland.
Slop Bog Stage 1	Fernhill	Site rejected at stage 1 due to location within international environmental designations.
Slop Bog Stage 2	Fernhill	Site rejected at stage 1 due to location within international environmental designations.

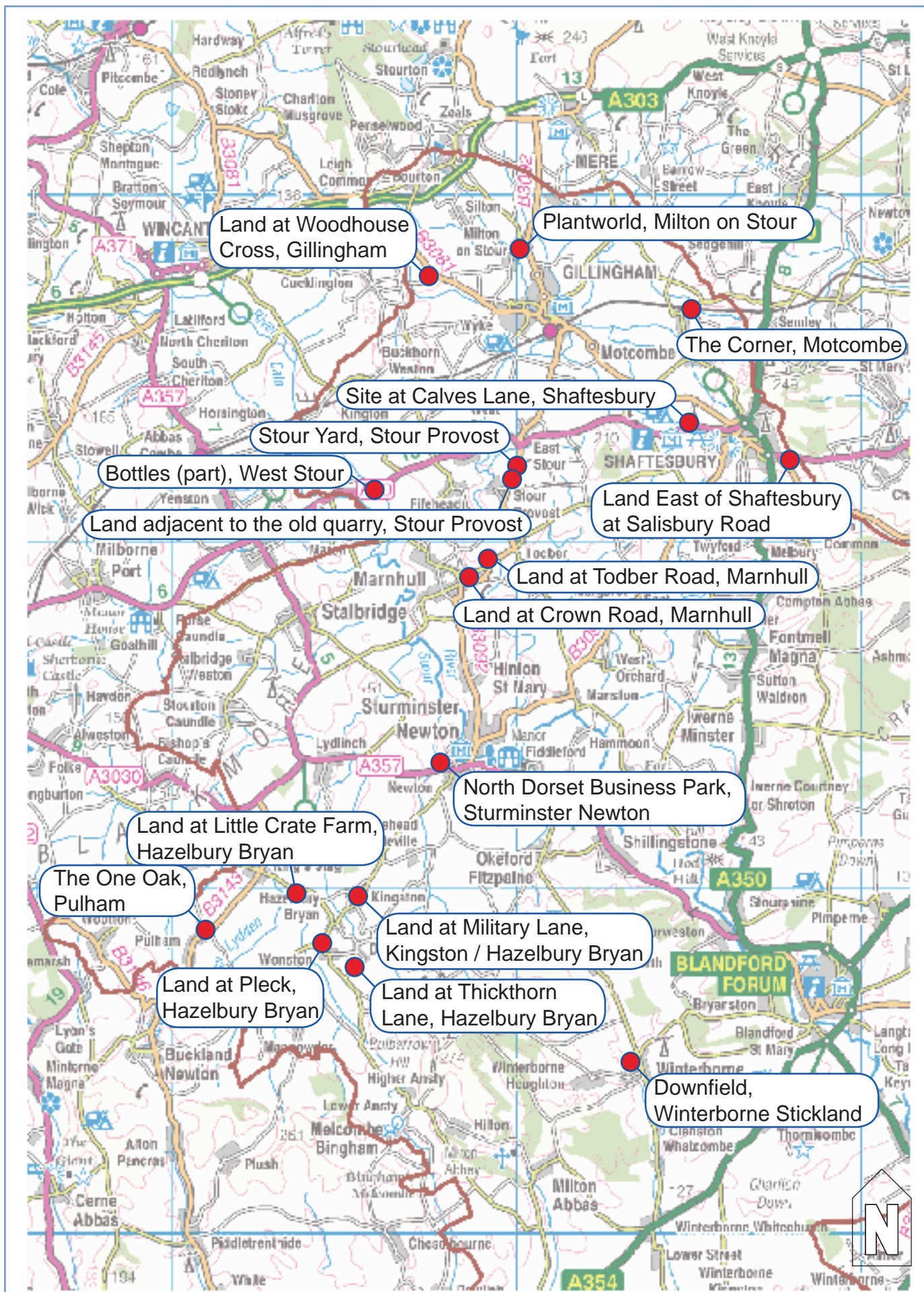
Rejected sites

County Farm - Gaunts Common	Gaunts Common	Landscape and Green Belt issues make this site unsuitable.
Land rear of 29 Grange Lane	Grange	The site is in Green Belt and therefore special circumstances would be required to justify allocation. The owner has confirmed that the site is not available for Gypsy and Traveller uses.
Site at Sovell Down	Gussage St. Michael	The site is in a very isolated location and would require measures to ensure suitable and safe access onto a minor road. There are few physical constraints, the site is brownfield and is unlikely to have any wider impact upon the landscape or adjoining uses. However, the owner has confirmed that the site is not available.
Little Canford Depot	Hampreston	The site is in Green Belt and therefore special circumstances would be required to justify allocation. The site is considered suitable with appropriate mitigation; however it is not available for Gypsy and Traveller use.
21 Barnsfield Road	Hants	Rejected due to proximity to heathland and the negative impact on the greenbelt and landscape in this area.
Former Mannington Gypsy site	Mannington	The site should be rejected due to proximity to protected heathland and planning history/availability issues.
Thorneydown Farm	Six Penny Handley / Cashmoor	This large site is very exposed and the only opportunity would be adjacent to the farm buildings. It is considered that the site is unsuitable and unlikely to be available for Gypsy and Traveller use in the short term.
County Farm - Common Road	Sixpenny Handley	Rejected at stage 2 on landscape grounds.
Land at Red Lane	Sixpenny Handley	The site would require appropriate landscaping mitigation and access to make the site suitable. However, it is not available for Gypsy and Traveller uses.
Farmland at Common Road, Sixpenny Handley	Sixpenny Handley	Rejected at stage 2 on landscape grounds.
Land adjoining St Leonards Hospital	St Leonards	The site should be rejected at stage 2 for its recreational value and landscape and ecology impact.
Field on Foxbury Road	St Leonards	Rejected due to proximity to protected heathland.
Land north of A31/Guppy's Farm, Eastmoors Lane	St Leonards	The site is in Green Belt and therefore special circumstances would be required to justify allocation. The owner has confirmed that the site is not available for Gypsy and Traveller uses.
Land adjoining 415 Wimborne Road East, Stapehill	Stapehill	Reject due to proximity of protected heathland.
Black Horse Farm	Sturminster Marshall	A small part of this site could be suitable for development for Gypsy and Traveller uses and avoid an unacceptable impact on the openness of the Green Belt with suitable mitigation, but the site is not available for these uses.
Land to the north of Sandhurst Drive, Three Legged Cross	Three Legged Cross	Rejected due to negative impact on protected heathland and openness of the Green Belt.
Land adjacent to Woolsbridge Industrial Estate, Three Legged Cross	Three Legged Cross	Rejected due to landscape and ecology reasons.
Land at Margards Lane	Verwood	Rejected due to proximity to protected heathland.
Harkwood Acres	Verwood	The site has been rejected. If intensification of use on the site was possible within the PDL section of the site (required to address landscape concerns) the site would still result in a net impact on protected heathland.
Land adjacent White Lodge, Verwood Road	Verwood	The site is in Green Belt and therefore special circumstances would be required to justify allocation. The site is within 400m of heathland and development would therefore be contrary to policy.

Rejected sites



Land at Noon Hill Road, Verwood	Verwood	Rejected on the grounds of its proximity to protected heathland.
Gullivers Farm	West Moors	Suitable parts of the site are located in the flood plain and therefore the site has been rejected at stage 2.
Land at Blackfield Farm	West Moors	Rejected due to proximity to heathland and hope value for housing due to sites reserve housing allocation status.
Land off Station Road	West Moors	Suitable parts of the site are located in the flood plain and therefore the site has been rejected at stage 2.
Acorn Nursery	West Moors	Suitable parts of the site are located in the flood plain and therefore the site has been rejected at stage 2.
Land at Barrack Road	West Parley	Rejected due to proximity to protected heathland and negative landscape and Green Belt impacts.
County Farm - B3078	Wimborne Minster	Reject at stage 2 due to Green Belt and landscape issues.
Land south of Queen Elizabeth School	Wimborne Minster	The site has been rejected at Stage 2 due to access, landscape and ecology impacts.


Location of shortlisted sites in North Dorset





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Shortlisted sites


<p><i>Site name & settlement:</i> Land at Woodhouse Cross, Gillingham</p>	<p><i>Summary of assessment:</i></p> <p>A small, unauthorised roadside site, partly screened by trees and hedgerows and located to the south of the B3081 in open countryside to the west of Woodhouse Cross, west of Gillingham.</p>	<p><i>Number of pitches:</i> 3</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The visibility of the site is restricted to its immediate frontage where there are opportunities to provide suitable screening. The site has reasonable access although visibility could be improved. The B3081 road may cause some noise and safety issues. If these impacts were to be mitigated through landscaping, then the site would be suitable. The site has poor access to services.</p> <p><i>Is it available?</i> Travellers currently occupy the site.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential or Transit</p> <p><i>Type of traveller:</i> New Travellers</p> <p><i>Delivery:</i> Existing public owned site to be developed for publicly managed Traveller provision or purchased for privately managed site</p>
<p><i>Site name & settlement:</i> Land at Thickthorn Lane, Hazelbury Bryan</p>	<p><i>Summary of assessment:</i></p> <p>A well established, existing Gypsy site located on a long, narrow site next to Thickthorn Lane, to the south of Hazelbury Bryan. The northern part is occupied by at least two caravans within an area of hard standing. The southern part contains a timber stable.</p>	<p><i>Number of pitches:</i> 1</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> Access to the site is adequate and could be improved further if hedgerows and a wall were to be lowered. The site is within an Area of Outstanding Natural Beauty (AONB) and is visually intrusive. There may be some opportunity to soften impact through mitigation measures. The site is close to a primary school and a bus stop but the nearest doctors is around 10 km away.</p> <p><i>Is it available?</i> The site is currently occupied by Gypsies.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Existing Occupants</p> <p><i>Delivery:</i> Existing privately owned Travellers site, requiring planning permission</p>


<p>Site name & settlement: Land at Little Crate Farm, Hazelbury Bryan</p>	<p>Summary of assessment:</p> <p>Existing, temporary Gypsy site located on a rectangular strip of land within open countryside to the east of Kings Stag and west of Woodrow, and to the south of the common.</p>	<p>Number of pitches: 1</p>
<p>Site map</p> 	<p>Is it suitable? The site is located off a lane and the junction with the main road is poor, in terms of visibility to the east. This could be improved by the removal or setting back of hedgerow. The site is well screened but new planting would strengthen this. Development should be limited to the northern portion of the site. There are no nearby services and the bus stop is over 1 km away so the site can only be reached by car.</p> <p>Is it available? This is a well established Gypsy and Traveller site.</p> <p>Is it achievable? There are no abnormal site constraints.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: Existing occupants</p> <p>Delivery: Existing, privately owned Traveller site, requiring planning permission</p>


<p>Site name & settlement: Land at Pleck, Hazelbury Bryan</p>	<p>Summary of assessment:</p> <p>Site off Partway Lane containing a large agricultural barn, feed silo, parking and circulation areas.</p>	<p>Number of pitches: 3</p>
<p>Site map</p> 	<p>Is it suitable? The existing access on the corner may need improving and the approach roads are narrow. New boundary planting would improve the site's self containment. The site may be appropriate for development if access is improved and more screening and planting provided. There is a shop nearby as well as bus stops, although the site is not close to a GP or primary school.</p> <p>Is it available? The site is available in principle.</p> <p>Is it achievable? There are site constraints which could be mitigated but the extent and costs of this are unclear.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: New Travellers</p> <p>Delivery: Site available to be purchased and occupied by Traveller family</p>


<p><i>Site name & settlement:</i> Land at Military Lane, Kingston / Hazelbury Bryan</p>	<p><i>Summary of assessment:</i></p> <p>Land adjacent to a complex of four unscreened chicken sheds (part occupied by an engineering business) and related trackways at Military Lane/Back Lane.</p>	<p><i>Number of pitches:</i> 6</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site could accommodate a Gypsy or Traveller site. However, it will need substantial screening to avoid impacting on residential amenity and on the landscape. The site has poor access to services, although a nearby bus stop connects it to other villages.</p> <p><i>Is it available?</i> The site is available in principle.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Romany Gypsies or New Travellers</p> <p><i>Delivery:</i> Site available to be purchased and occupied by Traveller family</p>


<p><i>Site name & settlement:</i> Land at Todber Road, Marnhull</p>	<p><i>Summary of assessment:</i></p> <p>A recently formed Gypsy site located next to the north of the B3092, within open countryside to the east of Marnhull on a rectangular field of former pasture. The north western end is occupied by one mobile home.</p>	<p><i>Number of pitches:</i> 1</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> There are no overriding physical constraints and access to the site is adequate. If the site is to be further occupied, the site should be screened and its boundaries reinforced to avoid impacts on the landscape. Development should not set a precedent for future development as this may harm the landscape's character. There is good access to services, which are all less than 2km away. There is a bus stop nearby.</p> <p><i>Is it available?</i> The site is currently occupied by a Gypsy family.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Existing occupants</p> <p><i>Delivery:</i> Existing, privately owned Traveller site, requiring planning permission</p>


<p>Site name & settlement: Land at Crown Road, Marnhull</p>	<p>Summary of assessment:</p> <p>A grazing field on the eastern edge of Marnhull.</p>	<p>Number of pitches: 2</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> A small part of the site on the south eastern boundary may be capable of development, with mitigation. On the south western boundary, the former quarry could also be investigated further, although there appear to be constraints on access. The site is bordered by housing on Ashley Road. There are listed buildings nearby. Access to the site is poor but could be improved. There is a GP and primary school nearby but the nearest shop is over 1.6kms away. There is a bus stop adjacent.</p> <p><i>Is it available?</i> The site is available.</p> <p><i>Is it achievable?</i> There are site constraints which could be mitigated but the extent and costs of this is unclear.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: New Travellers</p> <p>Delivery: Site available to be purchased and occupied by Traveller family</p>


<p>Site name & settlement: Plantworld, Milton on Stour</p>	<p>Summary of assessment:</p> <p>Largely developed plant nursery site (Plantworld) to the south of Milton on Stour and north of Gillingham, with buildings, glasshouses/polytunnels, yard, and storage areas.</p>	<p>Number of pitches: 15</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> The site contains an existing business but if the site is vacated in the longer term it may be suitable if the existing landscaping and boundaries are improved. The site is quite self-contained but a Conservation Area lies to the north. Access to the site itself is good. The site has good access to most services, although there is no nearby shop.</p> <p><i>Is it available?</i> This site is not available at the moment but may be in future.</p> <p><i>Is it achievable?</i> Any development on part or the whole of the site in the longer term would need to be considered within the context of an existing commercial use.</p>	<p>Type of provision: Residential or Transit</p> <p>Type of traveller: Travelling Showpeople or Gypsies or New Travellers</p> <p>Delivery: Purchase of site by public bodies for publicly managed Traveller provision or purchase of site by Travelling Showpeople</p>


<p><i>Site name & settlement:</i> The Corner, Motcombe</p>	<p><i>Summary of assessment:</i></p> <p>Well established, existing Gypsy site to the north of Elm Hill / Motcombe, immediately beyond the railway line.</p>	<p><i>Number of pitches:</i> 1</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is a well established site which is suitable for Gypsy use. It consists of a single storey chalet style house, garden, hard-standing and gates. The nearby railway line may be noisy. Further development is likely to have an impact on the landscape. Access to the site is good. However, most services are not close by, with the nearest bus stop almost 800m away and the nearest GP about 6kms distance.</p> <p><i>Is it available?</i> The site is currently occupied by a Gypsy family.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Existing occupants</p> <p><i>Delivery:</i> Existing privately owned Traveller site requiring planning permission</p>


<p><i>Site name & settlement:</i> The One Oak, Pulham</p>	<p><i>Summary of assessment:</i></p> <p>Long, narrow and well-established existing Gypsy site located off the B3143 in open countryside to the east of Pulham.</p>	<p><i>Number of pitches:</i> 1</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is currently occupied. It is in a very rural location but is quite well screened. Current access to the site itself is unsafe but could be improved although this could result in a loss of hedgerows. The site is suitable if screening is provided and development removed at the southern end of the site. The site has poor access to most facilities but there is a bus stop nearby.</p> <p><i>Is it available?</i> The site is currently occupied by Gypsies.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Delivery:</i> Existing privately owned Traveller site requiring planning permission</p>


<p>Site name & settlement: Site at Calves Lane, Shaftesbury</p>	<p>Summary of assessment: Existing Gypsy site comprising various sheds and storage areas, in open countryside to the west of Shaftesbury.</p>	<p>Number of pitches: 1</p>
<p>Site map</p> 	<p>Is it suitable? A current, well established site which is suitable for permanent Gypsy use. However, there should not be any extension of development onto adjoining land to the north. The site is contained on most sides by thick hedgerows and is well screened. Access, through a gateway off the single track Calves Lane, is poor but could be improved. There is a bus stop only a few metres away but other services are more distant.</p> <p>Is it available? The site is currently occupied by Gypsies.</p> <p>Is it achievable? There are no abnormal site constraints.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: Existing occupants</p> <p>Delivery: Existing privately owned Traveller site requiring planning permission</p>


<p>Site name & settlement: Land east of Shaftesbury at Salisbury Road</p>	<p>Summary of assessment: The site is part of a larger, flat grass field, located to the south of the A30 Salisbury Road and immediately west of New Lane, to the east of Shaftesbury.</p>	<p>Number of pitches: 8</p>
<p>Site map</p> 	<p>Is it suitable? Temporary permission recently granted for 8 pitches. Access to the site is poor but capable of improvement. The site is well screened, although the nearby A30 and employment uses could be noisy. Development of a suitable site is achievable if a new access onto the A30 is created, open land retained within the outer bypass corridor, and landscaping provided to protect residential amenity. Site is not near any services, although there is a bus stop nearby.</p> <p>Is it available? The site is owned by the District Council and a temporary permission for a New Travellers site has been granted recently.</p> <p>Is it achievable? There are site constraints which could be mitigated but the extent and costs of this are unclear.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: New Travellers</p> <p>Delivery: Existing public owned site to be developed for publicly managed Traveller provision</p>

<p><i>Site name & settlement:</i> Stour Yard, Stour Provost</p>	<p><i>Summary of assessment:</i></p> <p>A narrow, existing Gypsy site located off Scotchley Hill (B3092) to the north east of Stour Provost. The site contains a park home and hardstanding storage areas.</p>	<p><i>Number of pitches:</i> 1</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is suitable for continued use, with some limited, further landscape mitigation measures. However, there is no opportunity to expand the site as it is a narrow strip of land between a road and agricultural field. Access to the site is poor but capable of improvement. There are shops and bus services nearby, although the GP and schools are further away.</p> <p><i>Is it available?</i> The site is currently occupied by a Gypsy family.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Existing occupants</p> <p><i>Delivery:</i> Existing privately owned Traveller site requiring planning permission</p>

<p><i>Site name & settlement:</i> Land adjacent to The Old Quarry, Stour Provost</p>	<p><i>Summary of assessment:</i></p> <p>A paddock located on the northern edge of Stour Provost, adjacent to a bungalow (The Old Quarry), with access onto the B3092.</p>	<p><i>Number of pitches:</i> 5</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site's previous use as a quarry may mean that it is contaminated and there may be archaeology on site. There is housing nearby. The site is not close to any services although there are bus stops in Stour Provost. Access to the site is poor but capable of improvement. The site is suitable for Gypsy and Traveller uses, subject to further archaeological assessment and siting and screening to avoid impacts on adjoining housing.</p> <p><i>Is it available?</i> The site is available.</p> <p><i>Is it achievable?</i> There are site constraints which could be mitigated but the extent and costs of this are unclear.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> New Travellers or Romany Gypsies</p> <p><i>Delivery:</i> Purchase of site by public bodies for publicly managed Traveller provision</p>

<p><i>Site name & settlement:</i> North Dorset Business Park, Sturminster Newton</p>	<p><i>Summary of assessment:</i></p> <p>A large site, partly developed on the south and western side, including a depot, storage land and business units, otherwise scrubland with access from Rolls Mill Way to the west of Sturminster Newton.</p>	<p><i>Number of pitches:</i> 15</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is reserved as an employment area but some backland may be suitable for Traveller purposes as part of a well planned mixed use development. Access to the site is good. There are no services nearby. Mitigation should be undertaken to protect residential amenity and boundaries strengthened to reduce any impact on the landscape.</p> <p><i>Is it available?</i> The site is partly owned by Dorset County Council and North Dorset District Council and is therefore available, in principle.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Transit</p> <p><i>Type of traveller:</i> Travelling Showpeople or Gypsies or New Travellers</p> <p><i>Delivery:</i> Existing publicly owned site to be part developed for publicly managed Traveller provision and/or purchase of site by Travelling Showpeople</p>

<p><i>Site name & settlement:</i> Bottles (part), West Stour</p>	<p><i>Summary of assessment:</i></p> <p>An area of poorly drained woodland and an existing highway lay-by with a southern spur, adjoining the A30 at Five Bridges.</p>	<p><i>Number of pitches:</i> 6</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The south eastern highway spur is a potentially suitable site for Gypsy and Traveller uses, if adequate screening is provided to protect residential amenity from adjacent road users. There is good access to the site but poor access to services, with the nearest bus stop around 400m away and other services up to 6km away.</p> <p><i>Is it available?</i> The site is owned by Dorset County Council and therefore available, in principle.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Transit</p> <p><i>Type of traveller:</i> New Travellers or Romany Gypsies or Irish Travellers</p> <p><i>Delivery:</i> Existing publicly owned site to be developed for publicly managed Traveller provision</p>

<p><i>Site name & settlement:</i> Downfield, Winterborne Stickland</p>	<p><i>Summary of assessment:</i></p> <p>The site is a rectangle of partially overgrown land next door to housing along the western side of the village.</p>	<p><i>Number of pitches:</i> 5</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is behind housing. Development would need to avoid harming residential amenity. Access to the site is good. Some limited development in the centre of the site would appear, with mitigation, to be possible without adversely affecting the landscape or residential amenity. The site is near to a shop and a bus stop but not to a GP or primary school.</p> <p><i>Is it available?</i> The site appears to be owned by the District Council and is therefore available, in principle, for Gypsy, New Traveller or Travelling Showpeople uses.</p> <p><i>Is it achievable?</i> There are no abnormal site constraints.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> New Travellers or Romany Gypsies</p> <p><i>Delivery:</i> Existing publicly owned site to be developed for publicly managed Traveller provision or public grants to allow site to be purchased and managed by Travellers</p>

Rejected sites

North Dorset

Site name	Settlement	Reason for rejection
Sunrise Business Park	Blandford Forum	The site was rejected at stage 1 due to location within a designated employment area.
Land off Martins Lane	Bourton	Development would have an unacceptable adverse impact on landscape.
Site at Lady Caroline's Drive	Bryanston	Development would lead to an unacceptable impact upon the landscape not capable of mitigation.
Land off Templecombe Lane	Buckhorn Weston	Development would have an unacceptable adverse impact upon the landscape.
Land off Templecombe Lane	Buckhorn Weston	Development would have an unacceptable adverse impact upon the landscape.
Land at Cann Common	Cann Common	Development would have an unacceptable adverse impact on the landscape.
Field Adj. Charlton Inn	Charlton Marshall	Site within functional floodplain (Zone 3b) with climate change.
Dairy Farm	Charlton Marshall	Development would be an unacceptable adverse impact on the landscape. Road access is poor.
Site south of Charlton Marshall	Charlton Marshall	Development would have an unacceptable adverse impact on the landscape.
Dovecote Farm	Child Okeford	Unacceptable impact of site upon landscape not capable of mitigation.
Land west of Child Okeford	Child Okeford	Development would have an unacceptable adverse impact on the landscape and could conflict with recreation users of bridleway.
Layby and verge	Durweston	Development would have an unacceptable adverse impact on the landscape.
Field Grove Wood	Durweston / Winterborne Stickland	Development would have an unacceptable impact on landscape, biodiversity and recreational resources.
Land opposite Pound Farm	Farnham	Development would have an unacceptable impact upon the landscape and village setting and character. There would be overlooking from adjacent cottages affecting local residential amenity.
Land at Farnham	Farnham	Development would have an unacceptable impact upon the landscape and setting of conservation area and adjacent listed buildings.
Land between South Farm & The Old Smithy	Farnham	The site was rejected at stage 1 due to impact on protected open space.
Land at Fifehead Common	Fifehead Neville	The southern part of the site is suitable for Gypsy and Traveller use but the site is not currently available.
Land at Cherry Orchard Lane	Gillingham	Development would have an unacceptable impact upon the landscape and setting of adjacent listed buildings.
Woodwater Farm	Gillingham	Development would have an unacceptable adverse impact upon the local landscape, be subject to flood risk and would have access constraints.
Copper Beech	Hazelbury Bryan	Unacceptable impact of site upon landscape not capable of mitigation.
Land at Pidney Hill	Hazelbury Bryan	Development would have an unacceptable adverse impact on the landscape.
Land at Pidney	Hazelbury Bryan	Development would have an unacceptable adverse impact on the landscape.

Rejected sites

The Old Sand Pit	Hilton	Development would have an unacceptable adverse impact upon the local landscape and character of the conservation area.
Crown Farm	Hilton	Development would have an unacceptable adverse impact upon the local landscape and setting of the conservation area and adjacent listed buildings.
Bulbarrow Hill		Development would lead to an unacceptable impact upon the landscape not capable of mitigation. The open nature of the site and proximity to the road would prevent an acceptable residential environment.
Staggs / Ochil Barn	Ibberton / Winterborne Houghton	Development would lead to an unacceptable impact upon the landscape not capable of mitigation.
Kings Stag Copse	Kings Stag	The site has received planning permission for Gypsy uses and therefore does not need to be allocated through the DPD process.
Field adj. Former Mill	Kings Stag	Development would have an unacceptable adverse impact on the landscape.
Land at Back Street	Kington Magna	Development would have an unacceptable adverse impact upon the local landscape.
Farmland south of Mappowder	Mappowder	Development would have an unacceptable adverse impact upon the landscape.
Land at Moorcourt Farm	Marnhull	Development would have an unacceptable adverse impact on the landscape.
Land off Cothayes Grove	Melcombe Bingham / Ansty	Development would have an unacceptable adverse impact upon the landscape.
land to the rear of Milton Road	Milborne St Andrew	Part of site within flood zones 2 & 3 which would restrict access at times of flood.
Site adj Blandford Hill	Milborne St Andrew	The site is suitable for Gypsy and Traveller use but does not appear to be available.
Land opposite Church Farm	Motcombe	Development would have an unacceptable adverse impact on the landscape.
Conygar Coppice	Okeford Fitzpaine	The site was rejected at stage 1 due to contaminated land.
Site on Castle Lane	Okeford Fitzpaine	Development would have an unacceptable adverse impact upon the landscape.
St James Common	Shaftesbury	Unacceptable impact of site upon landscape not capable of mitigation. Residential amenity compromised by open nature of site and proximity to road.
Land off Salisbury Road	Shaftesbury	Policy requires land in this vicinity to be used for predominantly employment development.
Land south of Old Brickyard Farm	Shaftesbury	Development would have an unacceptable impact upon the landscape setting of the town.
Field north of Holloway Lane	Shillingstone	Development would have an unacceptable adverse impact upon the landscape.
Land adj. Hambledon Farm, Bere Marsh & Haywards Lane	Shillingstone / Child Okeford	Development would have an unacceptable adverse impact on the landscape.
Land at Manor Farm	Stour Provost	Development would have an unacceptable impact upon the landscape requiring extensive mitigation.
Field Rear of The Hall	Stour Row	Development would have an unacceptable adverse impact on the landscape.
Land at Stourpaine	Stourpaine	Development would have an unacceptable adverse impact on the landscape.
Former waste disposal site	Stourpaine	The site was rejected at stage 1 due to contaminated land.

Rejected sites

Copse Hill Farm	Sturminster Newton	Development would have an unacceptable adverse impact on the landscape. The existing authorised site is contained by roads which prevent expansion onto adjoining land.
Thornicombe	Thornicombe	Adjoining land is not available for expansion of the site.
North of East Street	Winterborne Kingston	The site lies within the functional floodplain (Zone 3b). Development would have an unacceptable adverse impact on the landscape.
Thorpe Farm	Winterborne Kingston	There is potential for redevelopment of the sheds and bungalow outside of flood zone 2 for Gypsy and Traveller uses, subject to reinforcing existing landscaping and screening. However, the agent says that the site is highly unlikely to become available.
Redwoods	Winterborne Zelston	Development would have an unacceptable adverse impact on the landscape. Apart from the immediate frontage land, the rest of the site appears to be within the functional floodplain (Zone 3b).

Location of sites in Poole



Map 1 - Location of sites assessed by consultants, ● rejected sites, ● shortlisted sites



Site Name	Site Name	Site Name
1 Darby's Lane North	9 Land off West Quay Road	17 Ex School Site
2 Land south of Magna Road	10 Yarrow Close	18 Site at Willett Road
3 Land at Yarrow Road	11 Four fields stretching north from Upton Road to Northmead Drive	19 Land at Ashington Lane
4 Longmeadow Lane	12 Land between Arrowsmith Road and Queen Anne Drive	20 Land at Merley Park Road
5 Land south of Magna Road	13 Poole Stadium Lorry Park	21 Land at former Community Centre, Turlin Moor, Poole
6 Park & Ride Site	14 Car Park	22 Lodge Hill, Canford Heath Road, Poole
7 Land north of Willett Road	15 Penn Hill Public Car Park	23 Branksome Triangle, Bourne Valley Road, Poole
8 Beach Road Car Park	16 Former Power Station Site	




Map 2 - Further sites that have been previously considered and rejected ●

Site Name	Site Name	Site Name
A Land between Upton Road and A35	D Land at Terrace Row, off West Quay Road	H Land at Anjou Close, Bearwood
B Everyone Active Swimming Pool Car Park	E Land adjacent to Wessex Gate Retail Park	I Land at Rigler Road, Blandford Road and former Power Station Site
C Everyone Active Swimming Pool	F Upton Country Park	J Land adjacent to Probation Offices, Ashley Cross
	G Land at West Quay	K Site opposite Fire Station

Shortlisted sites identified by the independent consultants

<p>Site name & settlement: Land at former Community Centre, Turlin Moor, Poole</p>	<p>Summary of assessment:</p> <p>The site was a community centre.</p> <p><i>Is it suitable?</i> Loss of community facilities is restricted but there is no clear evidence as to whether replacement facilities will be delivered or are required. There is a possible impact on an adjacent residential property, although existing homes do not directly overlook the site. Proximity to sites of international importance for nature conservation may need to be taken into account in the design and type of development permitted. The site has good access to services.</p>	<p>Number of pitches: 4</p>
<p>Site map</p> 	<p><i>Is it available?</i> The site is publicly owned and if not required for community use, could be available in principle.</p> <p><i>Is it achievable?</i> Contamination on site requires remedial works, the costs of which are unknown at present.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: Romany Gypsies or Irish Travellers</p> <p>Delivery: Existing public owned site to be publicly managed</p>
<p>Site name & settlement: Lodge Hill, Canford Heath Road, Poole</p>	<p>Summary of assessment:</p> <p>The site was an adult learning centre.</p> <p><i>Is it suitable?</i> Loss of community facilities is restricted but the previous facility has moved. With intensification of the site, both community facilities and Gypsy and Traveller uses could potentially be delivered. There is significant tree cover which should be protected. The site has good access to services.</p>	<p>Number of pitches: 15</p>
<p>Site map</p> 	<p><i>Is it available?</i> The site is publicly owned and if not all required for community use could be available in principle.</p> <p><i>Is it achievable?</i> There are no other known potential impacts or constraints related to this site.</p>	<p>Type of provision: Residential or transit</p> <p>Type of traveller: Romany Gypsies or Irish Travellers</p> <p>Delivery: Existing public owned site to be publicly managed</p>

<p>Site name & settlement: Branksome Triangle, Bourne Valley Road, Poole</p>	<p>Summary of assessment:</p> <p>The site is split between a car park and areas of nature conservation, bordered by railway lines.</p> <p><i>Is it suitable?</i> There is a locally designated nature conservation area on part of site, which needs to be protected. Noise may be an issue as the site is located between two rail lines. Potential for contamination due to historical use and Japanese Knotweed on site.</p>	<p>Number of pitches: 16</p>
<p>Site map</p> 	<p><i>Is it available?</i> Council owned, the site is currently used as a temporary Park and Ride site for employees of Liverpool Victoria, and the lease ends in October 2014. If the site were to be used by Gypsies and Travellers then alternative parking for Liverpool Victoria would have to be planned for, in a suitable location.</p> <p><i>Is it achievable?</i> There are site constraints, and the costs related to protecting the area of nature conservation and / or clearing contamination are unknown.</p>	<p>Type of provision: Transit</p> <p>Type of traveller: Romany Gypsies or Irish Travellers</p> <p>Delivery: Existing public owned site to be publicly managed</p>

Rejected sites



Poole


Site name	Settlement	Reason for rejection
Darby's Lane North	Bournemouth	Development of this site would have a harmful affect on the character of the area and visual amenity.
Land south of Magna Road	Poole	The site would have an unacceptable impact on the landscape character and the purposes of the Green Belt.
Land at Yarrow Road	Poole	The site is adjacent, and therefore within 400 metres of, a designated heathland habitat (SAC, SPA and SSSI).
Longmeadow Lane	Poole	The site is directly adjacent, and provides an entrance to, a heathland area designated as SAC, SSSI, Ramsar and SPA.
Land south of Magna Road	Poole	The site is not available for Gypsy and Traveller use.
Park & Ride site	Poole	The site is allocated for Park and Ride in the Local Plan and identified to be allocated within the Site Specific Allocations and Development Management DPD. It is also within the Green Belt and therefore special circumstances would be required to justify allocation.
Land north of Willett Road	Poole	The site would have an unacceptable impact on landscape character, the purposes of the Green belt and on Ashington Conservation Area.
Beach Road Car Park	Poole	The site would have an unacceptable impact within a Conservation Area.
Land off West Quay Road	Poole	This site is likely to be detrimental to the setting of adjacent Listed Buildings.
Yarrow Close	Poole	This is an existing Gypsy and Traveller site and there is no potential for expansion or intensification of the site.
Four fields stretching north from Upton Road to Northmead Drive	Poole	The site would have an unacceptable impact on the purposes of the Green Belt.
Southwood Farm	Poole	The site would have an unacceptable impact on the landscape character and purposes of the Green Belt.
Poole Stadium Lorry Park	Poole	The site is well used by HGV lorries and coaches, and therefore not available for Gypsy and Traveller use.
Car Park	Poole	The site is not available for Gypsy and Traveller use.
Penn Hill Public Car Park	Poole	The site would have an unacceptable impact on Branksome Park Conservation Area.
Former Power Station Site	Poole	The site is not available for Gypsy and Traveller use.
Ex school site	Poole	The site is within 400m of a SPA and Ramsar. Land sold to house builder; therefore the site is not available.
Site at Willett Road	Poole	The site would have an unacceptable impact on the landscape character, Conservation Area and the purposes of the Green Belt.
Land at Ashington Lane	Poole	The site would have an unacceptable impact on the landscape character, Conservation Area and the purposes of the Green Belt.
Land at Merley Park Road	Poole	The site would have an unacceptable impact on the landscape character and the purposes of the Green Belt.


Location of sites in Purbeck



Shortlisted sites

<p><i>Site name & settlement:</i> County Farm, Burnham Lane/ Washpond Lane, Swanage</p>	<p><i>Summary of assessment:</i></p> <p>Small south eastern part of large area of undulating and sloping farmland bounded by the railway line to the south and Washpond lane to the east.</p>	<p><i>Number of pitches:</i> 2</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is within the AONB and adjacent to a Site of Nature Conservation Interest (SNCI). The site is visible from a wide area including from the southern valley side and forms the backdrop to the distinctive High Purbeck Ridge beyond. The majority of the site is not appropriate for development but there is potential for 2 low impact units in the bottom south east corner. However, this area is liable to flood and noise from the railway line could be an issue. There are also highway concerns about the very narrow road and lack of footway.</p> <p><i>Is it available?</i> The agent confirms availability in principle subject to detailed negotiation.</p> <p><i>Is it achievable?</i> The required mitigation measures, and cost of footway could be expensive</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Any</p> <p><i>Delivery:</i> Site to be purchased and occupied by Traveller family</p>
<p><i>Site name & settlement:</i> Land off High Street, Herston Cross, Swanage</p>	<p><i>Summary of assessment:</i></p> <p>Small eastern part of larger site comprising three pasture fields subdivided by hedgerows, situated on central western edge of Swanage adjacent to A351.</p>	<p><i>Number of pitches:</i> 5</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The larger site is located within the AONB and is prominent in views when approaching from the west. This makes the majority of the site unsuited for Gypsy and Traveller development. However, it may be possible to accommodate a small development in the south eastern part of the site. Extensive planting would be required to reduce the visual impact on nearby properties. The site is also at risk from flooding and further assessment of this would be needed prior to development taking place. The site does have good access to local services, with a nearby shop, primary school and bus service.</p> <p><i>Is it available?</i> The agent confirms availability in principle subject to detailed negotiation.</p> <p><i>Is it achievable?</i> Improvements to access, flood risk and landscaping works could be expensive.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Romany Gypsy or Irish Traveller</p> <p><i>Delivery:</i> Site could be purchased by the council or privately, possibly with grants</p>

<p>Site name & settlement: Land at Washpond Lane and Ulwell Road, Swanage</p>	<p>Summary of assessment:</p> <p>An undeveloped paddock on the edge of north Swanage.</p>	<p>Number of pitches: 2</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> The site has road frontage on two sides and is well contained with vegetation on its edges. It is within the AONB. An area of flood risk extends across the lower part of the site. Proposal for Northbrook Road / Ulwell Road Highway Improvement crosses the site (policy SS22). Access to services from the site is poor, although a nearby bus stop may help overcome this.</p> <p><i>Is it available?</i> The site is publicly owned and although currently leased out, is in principle available.</p> <p><i>Is it achievable?</i> This is dependent on the likelihood and cost of the highway improvement scheme.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: Romany Gypsy or Irish Travellers</p> <p>Delivery: Site to be purchased and occupied by Traveller family</p>

<p>Site name & settlement: Land between Meadow View and Lanresse, East Burton Road, Wool</p>	<p>Summary of assessment:</p> <p>A former depot, now cleared, located immediately north of the railway line on East Burton Road.</p>	<p>Number of pitches: 2</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> This flat site next to the railway is accessed by a narrow road, close to other homes, but this and possible noise impacts are capable of mitigation through appropriate screening. The site is within the safeguarded corridor for a future Wool bypass as set out in the Local Plan (policy SS 33). Contamination due to its former use should be investigated. The site has good access to local services, the majority of which are within walking distance.</p> <p><i>Is it available?</i> The site is publicly owned, no longer required as a depot and is therefore available.</p> <p><i>Is it achievable?</i> This is dependent on the likelihood of the highway improvement scheme coming forward.</p>	<p>Type of provision: Residential</p> <p>Type of traveller: Romany Gypsy or Irish Travellers</p> <p>Delivery: County Council renting or selling the site to families for occupation.</p>

Rejected sites

Purbeck

Site name	Settlement	Reason for rejection
Lane off Waddock Drive	Afpuddle	Site has difficult access and development here would be unsuitable because it would introduce isolated residential uses, together with associated activity and disturbance, within and area of unsettled forest/heathland which has a distinctive isolated and unsuited for Gypsy and Traveller development.
Land adj. Horse Shoe Cottage	Afpuddle	The site contributes to the rural valley setting of the attractive village, and parts are visible from the B3390 passing through the village; access into the site is also limited by roadside vegetation and levels. The site is an unsuitable location for development.
West Farm	Afpuddle	The site is a farm house and farm buildings in its curtilage. The site would have housing hope value and therefore not achievable for GT development.
Land to South East of Bere Regis	Bere Regis	Most of the site is covered by SAM or flood zone 3 leaving inaccessible corners of the site potentially unconstrained, but immediately adjacent and therefore with the potential to affect the SAM. The site is also within a Conservation Area and has a Listed Building nearby.
Land adj Chalk Pit Close	Bere Regis	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Land on the south side of Bere Stream	Bere Regis	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Land adjacent to Chalk Pit Farm, Bere Regis	Bere Regis	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Yearlings Farm	Bere Regis	The site could be suitable in relation to most impacts. However, the site is identified by agent's for the owners as not available for Gypsy and Traveller use.
Elder Road, Bere Regis	Bere Regis	Potential impacts in relation to ecology, water quality (in a groundwater protection zone) and very close to existing residential properties. This combined with the unacceptable impact of site on landscape makes this site unsuitable.
Open space land off Elder Road/West Street	Bere Regis	Potential impacts in relation to ecology, water quality (in a groundwater protection zone) and very close to existing residential properties. This combined with the unacceptable impact of site on landscape makes this site unsuitable..
Open space land South of Elder Road	Bere Regis	Potential impacts in relation to ecology, water quality (in a groundwater protection zone) and very close to existing residential properties. This combined with the unacceptable impact of site on landscape makes this site unsuitable.

Rejected sites

Site adjacent Glebe house	Bloxworth	Promoted SHLAA site with road access and physically, relatively unconstrained. Access would need junction improvements off, but there would be an unacceptable impact on the particular character of the settlement and consequently the site is unsuitable.
Land adj Yew Tree Cottage	Bloxworth	Promoted SHLAA site with road access and physically, relatively unconstrained. Access would need junction improvements off, but it is not suitable because it would impact on the character of the village.
Land adj The Wilderness	Bloxworth	Promoted SHLAA site with road access and physically, relatively unconstrained. Access would need junction improvements off, however, development is not appropriate due to the impact on the character of the landscape.
Land adj the Cottage	Bloxworth	Development of this site will adversely impact on the character of the area and distinctive surrounding buildings.
Land r/o Dyets Cottages	Bloxworth	Potential for single plot in the very north western corner, with extensive boundary mitigation. However, site owners confirm the site is not available for Gypsy and Traveller use.
Land adj Milesstone Cottage	Bloxworth	Enclosed site off a very busy road which would not be suitable due to unacceptable landscape impact incapable of mitigation.
Storage Depot, Nr Bovington	Bovington	The site is within 400m of Dorset heathland and therefore is not suitable for development.
Land adj 2 Andover Cottages	Bovington	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Land adj. 1 Andover Cottages	Bovington	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Land to r/o 18-36 Cologne Road	Bovington	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Land adj Bladen Valley	Briantspuddle	Two parcels of farmland lying within Conservation Area, and contributing to the setting of a unique 'model estate village' and setting of the Piddle valley. An unsuitable location for G&T development..
Site at Coombe Keynes	Coombe Keyes	Agent's for the site state it is not available for Gypsy and Traveller development. The site is constrained by a narrow existing access along Church Lane. Development would impact on the Conservation Area and nearby listed buildings with only limited potential.
Land adj to Louern, Norden, Corfe Castle	Corfe Castle	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Storage Depot	Corfe Castle	Existing developed part of the site could accommodate small scale development with management of existing vegetation and further assessment of flood risk. However, the County Council wishes to retain it as a store at the current time.

Rejected sites

Land adj Wild Acre, Crossways	Crossways	Parts of the site that are currently developed or open land and not tree covered may have had potential for Gypsy and Traveller development. The site could be well screened and has access onto the B3390. However, site owners confirm that it is not available for Gypsy and Traveller use.
Five Cross Filling Station, Warmwell Road	Crossways	The site has no policy constraints on it particularly the previously developed part of the site would be suitable for a Gypsy and Traveller site. However, any re-use of the site would have to take into account possible amenity issues related to proximity.
Redbridge Pit	Crossways	The owner of the part of the site potentially suitable for development (currently in use as a caravan site) states the site is not available for Gypsy and Traveller use.
Vicarage Farm buildings	East Chaldon	Landowner for the site state it is not available for Gypsy and Traveller development. Although is potential for GT use, it is in active use and is largely covered by Flood Zone 3. Use of the site would have unacceptable impacts on the historic environment.
Grange Farm buildings	East Chaldon	Agent's for the site state it is not available for Gypsy and Traveller development. Although potential site in use and not likely to be compatible with existing use. Impacts on the listed building would be unacceptable.
Park Lodge Buildings	East Lulworth	Agent's for the site state it is not available for Gypsy and Traveller development. The site is within a sensitive historic park and garden and development would have an adverse landscape and historic environment impact.
Opp. The Old School House	East Lulworth	Significant impacts on landscape character and the Conservation Area are such that G&T development would be wholly out of character in this location.
Home Farm	East Lulworth	Land owner for the site state it is not available for Gypsy and Traveller development. Secluded site with some buildings and land which may be appropriate for Gypsy and Traveller in landscape terms. However, this use on an operational farm would be disrupted.
Acj Shaggs Cottages	East Lulworth	Agent's for the site state it is not available for Gypsy and Traveller development. Development of the site would also have inappropriate landscape and historic heritage impact, detracting from the distinctive character of the estate buildings and their setting.
Shrubbeds	East Morden	Site agent's state the site is not available for Gypsy and Traveller use. The site contains mature trees and shrubs and would have an unacceptable impact on the landscape character.
Acj Bullick Cottage	East Morden	Very prominent site which would be difficult to access and have an adverse impact on the character of the landscape. The site is not available for Gypsy and Traveller use.
Sticklands Farm	East Morden	Part of the site in existing use could accommodate GTTS use without impact on the landscape or greenbelt, but would require relocation of current industrial use and demolition of associated buildings. However the site is not available for Gypsy and Traveller use.

Rejected sites

Land r/o Home Farm	East Morden	Site agent's state the site is not available for Gypsy and Traveller use. The site is part of an existing working farm and very close to farm buildings and residential properties that are currently in use. Development here is not suitable as it would have unacceptable impacts.
Land adj. St Mary's Church	East Morden	Site agent's state the site is not available for Gypsy and Traveller use. The site is very exposed to nearby residential properties. Development here would have an adverse impact on the character and setting of the Conservation area and listed buildings.
Land adj. Coppins	East Morden	Site agent's state the site is not available for Gypsy and Traveller use. The site is on the village boundary and contains a mix of built development and open land. Development of the Site would be inappropriate due to the impact on the setting of the countryside.
Land at East Stoke	East Stoke	Overall, the site is not considered to be a suitable location for development because of impacts on landscape and ecology (within 400m buffer zone).
Land at East Stoke	East Stoke	Development in this location would detract from the character of this part of the AONB and is also within 400m of Dorset Heathland. Therefore development is unsuitable in this location.
Land adj. White Wings	Harmans Cross	A small southern part of the site could accommodate one Gypsy and Traveller family; it has existing access from the road and has the potential to be quite self-contained. Access improvements may be required to secure safe access to the A351. However, the agent for site owners has confirmed the site is not available for Gypsy and Traveller use.
Land at Holmebridge	Holmebridge	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Land west of Rose Cottage, Main Road	Holmebridge	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Land adj. The Willows	Holton Heath	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development. Also, development would encroach into the countryside.
Admiralty Park	Holton Heath	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
The Sawmills	Hyde	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Quarry, Smedmore Estate, Kimmeridge	Kimmeridge	There is a highway objection to the development of this site and the site is unavailable.
Valley Road	Langton Matravers	Landowners state it is not available for Gypsy and Traveller development. This is a prominent site, which is not suitable because it would have significant landscape and visual impact.

Rejected sites

Site West of Langton Matravers	Langton Matravers	Although this site is suitable and development could lead to net environmental benefits, the landowner states the site is not available for Gypsy and Traveller development.
Farm buildings at Purbeck View Farm	Langton Matravers	Site in private ownership and has been withdrawn and cannot be considered for Gypsy and Traveller use.
Land adj 47 Wareham Road	Lytchett Matravers	The site is in Green Belt and therefore special circumstances would be required to justify allocation. Site could accommodate small scale development here but there would be an impact on the settlement boundary and incursion into the Green belt. The site is not available..
Land adj The Rectory, Jenny's Lane	Lytchett Matravers	This small sensitive site would impact on the character of the setting and the landowner has said it is not available for this use.
Land at Sunnyside Farm, Wimborne Road	Lytchett Matravers	The site is in Green Belt and therefore special circumstances would be required to justify allocation. Site is a very open and development would be intrusive and harm the function this part of the greenbelt makes to separate existing development. However it is not available.
Land adj Lytchett Manor Farm	Lytchett Matravers	Development of the site would be unsuitable in both landscape and green belt terms
Land fronting Middle Road	Lytchett Matravers	Underused site in the green belt which has the potential to accommodate Gypsy and Traveller use with careful design to retain screening on boundaries and secure adequate access. However, site owners confirm the site is not available for Gypsy and Traveller use.
Land adj Forsbrook, Middle Road	Lytchett Matravers	Site is of discreet and intimate character which would be encroached upon and development is therefore unsuitable.
Land adj Green Gables, Middle Road	Lytchett Matravers	In landscape terms there is potential for a small Gypsy and Traveller development on the southern part of site. This area is closely associated with houses to south; significant mitigation would still be required. Access preferable from track to north. However, the site's owners confirm that the site is not available for Gypsy and Traveller use.
Redgate Farm	Lytchett Matravers	The previously developed part of site offers potential for GT use and landscape improvement subject to access and amenity issues being resolved. However, the site owner states the site is not available for Gypsy and Traveller use.
Forest Hill Farm, Rushall Lane	Lytchett Matravers	Owners state that the site is not available for Gypsy and Traveller use. There is the potential for a number of small sites within this large site, subject to impact on green belt and landscape and in particular access down a shared track.
Fairview, St Leonards Farm, Tricketts Farm	Lytchett Matravers	Part of this site may be suitable for GT use, subject to the amenity issues and appropriate mitigation. However, the suitable area is within the 400m SPA buffer zone and residential development in this location will need to be avoided. Therefore, overall the site is not appropriate for G+T use.

Rejected sites

Land adj. Cock and Bottle PH	Morden	Site agent's state the site is not available for Gypsy and Traveller use. The site is very small and constrained. Development of the existing house would not be suitable and any development of the site would be very close to existing residential uses.
Land adj. to Merraway	Morden	G&T development within the site would detract from the character of the Conservation Area. It is likely that road frontage vegetation would need to be removed to achieve a suitable access and this would increase the visibility of the site from the lane with unacceptable impact.
Land lying to the south of Pikes Farm	Organford	The site is close to existing development and is considered to be inappropriate development due to the impact it would have by opening up the access and significantly reducing openness of the green belt.
Land adjoining Four Winds	Organford	The site is currently outside the Green Belt, although in the review area. The site is screened meaning Gypsy and Traveller use could be accommodated. Design would need to ensure residential amenity is protected. However, the site owner's state the site is not available for Gypsy and Traveller use.
Camp Farm	Sandford	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Land on south east side of Sandford Road	Sandford	Site is rejected at stage 1 as it is within an internationally designated nature conservation site and therefore cannot be considered for development.
Land adj. Slepe Farm Cottages	Slepe	The landowner states the site is not available for Gypsy and Traveller development.
Land at Furzebrook Ball Clay Works	Stoborough	Although removal of existing use could provide benefits, the site is within the 400m heathland buffer so should be rejected.
Land at Nutcrack Lane	Stoborough	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Land off Scott Close	Stoborough	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Stoborough Allotments	Stoborough	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development. The site is also currently in use as allotments.
Land at Prospect Farm-Victoria Avenue Industrial Estate extension	Swanage	Site rejected at stage 1 because of protection under employment allocation policy SS20. It has also already been prepared to receive employment development.
South of Swanage Town	Swanage	The site has very poor access and is away from other development. The site is near sites internationally designated for their nature conservation importance. However, primarily the site is not suitable because of the significant landscape and visual impact.

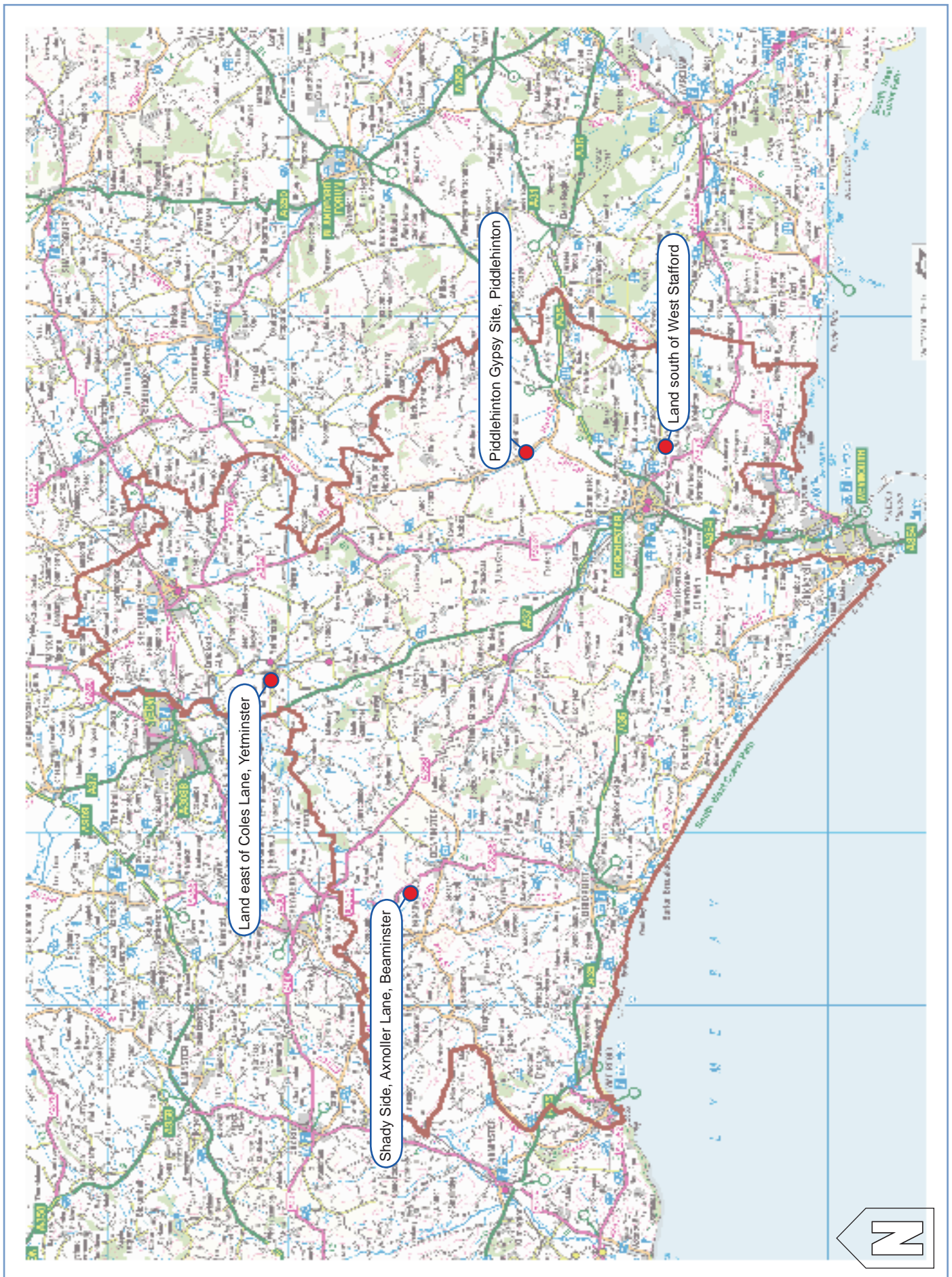
Rejected sites

Eastern part of land at French's Farm	Upton	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Land adj 110A Heights Road	Upton	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
Railway Cottages	Wareham	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.
West Chaldon Farm Buildings	West Chaldon	Landowner for the site state it is not available for Gypsy and Traveller development. Although potential on the site, it is in active use and the access to the site is within flood zone 3 and does therefore not provide safe ingress and egress.
West Morden Dairy	West Morden	Site landowners say the site is unavailable for Gypsy and Traveller development. This is in use and development would adversely affect the character of the conservation area and adjoining listed buildings
King's Corner Barns	West Morden	Site agent's state the site is not available for Gypsy and Traveller use. The site is very exposed and forms an important part of the setting of the small village of West Morden. G&T development in this area would not be compatible with this historic setting.
Land adj Ernle Farm	West Morden	Prominent site which is in agricultural use, any development here would compromise the rural character of the valuable landscape. The site is no longer available.
Land r/o the Old Chapel House	Whitefield	Site agent's state the site is not available for Gypsy and Traveller use. The site has no good access and no road frontage. Development is inappropriate because of the impact on the Grade II listed chapel within the Morden Conservation Area.
Newburgh Dairy	Winfrith Newburgh	Site agent states the site is not available for Gypsy and Traveller use. Part of the farm complex could be suitable for Gypsy or Traveller use subject to mitigation and taking into account possible risks from previous landfill use.
Portway Farm	Winfrith Newburgh	Site agent states the site is not available for Gypsy and Traveller use. Open area of level pasture in AONB, Conservation Area, allowing for distant views. Development would be particularly prominent and out of place and therefore unsuitable because of the impacts.
Adj. Marley Cottage	Winfrith Newburgh	The site is near existing residential property on the village boundary. It is covered by several environmental policy designations. Partially apparent from adjoining road when entering/leaving village. G&T development would be visible and out of place and adversely impact on setting of village.
Opposite Marley Cottage	Winfrith Newburgh	Site agent states the site is not available for Gypsy and Traveller use. The site is near existing residential property on the village boundary. Large parts of the site along the road are in Flood Zone 3, there may be a limited access point not at risk of flood.
Winfrith Technology Centre	Winfrith Newburgh	Site is within the 400m buffer zone of the Dorset Heaths SPA, therefore cannot be considered for a net increase in residential development.

Rejected sites


Land at Thornicks	Winfrith Newburgh	The location in the conservation area and the importance of this setting mean that GT use is not appropriate. Site owners' state the site is not available for Gypsy and Traveller use. The eastern edge of the site is at risk of flood and would not be suitable.
Land at Gatemoor Farm	Winfrith Newburgh	The majority of the site is within 400m of the Dorset Heaths SPA, with the exception of a small part on the A352. However, the site is very open in this location and suitability for Gypsy and Traveller use is not possible. The site is partially within Flood 3.
Winfrith Technology Centre - Site 2 Green Park	Winfrith Newburgh	The majority of the site is within the 400m buffer zone of the Dorset Heaths SPA, or in flood zone 2 or 3. The site is also all designated as being reserved for employment uses. However, it is prominent in the landscape and is unacceptable.
Land at Wool	Wool	Development would be quite apparent and incongruous in this open rural landscape which is an unsuitable location (this site is part of the larger site 6_26_0345 - also rejected).
Land adj East Burton Farm House	Wool	Site in private ownership and has been withdrawn from further consideration.
Land south of A352	Wool	Any development would be very conspicuous in this context and difficult to integrate within the prevailing large scale character of the area. A single low rise unit could be located at the southern end of the ribbon of houses along the eastern side but the site is not available.
Cannons Keep, Sandy Hill Lane	Woolgarston	The site is exceptionally remote along way down small single track lane from both Corfe Castle and Swanage. It is also within the AONB and adjacent to and SSSI the impact on this high quality landscape would be significant and consequently it is not suitable.
Land adj to French Grass House	Worth Matravers	The site owners state the site is not available for Gypsy and Traveller use.
Land to the east of Haycrafts Lane	Worth Matravers	Development would significantly intrude into this exposed site and impact on the landscape and is consequently unsuitable.
Land adj. Wagtail Cottage	Worth Matravers	Site agent's say it is not available for Gypsy and Traveller use. Access is narrow, and development would be inappropriate due to significant intrusion into the landscape.
The Yard	Worth Matravers	Some small scale low impact development may be appropriate if well designed to fit in to elevated plateau and highly sensitive location. However, the site is unavailable.
Mine shaft site	Worth Matravers	the site is in an elevated position and its development would have wide landscape impacts. Site in private ownership and has been withdrawn and cannot be considered for Gypsy and Traveller use.
Corner of Haycrafts Lane and B3069	Worth Matravers	Site in private ownership and has been withdrawn and cannot be considered for Gypsy and Traveller use.


Location of shortlisted sites in West Dorset





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Shortlisted sites

<p><i>Site name & settlement:</i> Shady Side, Axnoller Lane, Beaminster</p>	<p><i>Summary of assessment:</i></p> <p>A triangular area of hard standing previously used as a Gypsy caravan site.</p>	<p><i>Number of pitches:</i> 1</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is located within AONB, close to a site of nature conservation interest and to the A3066. Planting may be needed to avoid landscape, ecology and noise impacts. Otherwise, there are no obvious physical constraints or potential impacts. The site is not near existing housing. Accessibility to services from the site is poor.</p> <p><i>Is it available?</i> The site has temporary permission for Gypsy uses and is considered available.</p> <p><i>Is it achievable?</i> There are no abnormal constraints to overcome.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Existing occupants</p> <p><i>Delivery:</i> Existing privately owned site requiring permission</p>

<p><i>Site name & settlement:</i> Piddlehinton Gypsy Site, Piddlehinton</p>	<p><i>Summary of assessment:</i></p> <p>Land within the existing public Gypsy site.</p>	<p><i>Number of pitches:</i> 4</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> There is space within the north of the site to contain limited additional residential pitches. The Enterprise Park and waste water treatment works next door may impact the site with noise and odour. Pedestrian safety along the B3134, and the amenity of existing residents, would prevent a significant increase of pitches in this location. The site has very poor access to essential services, although a nearby bus stop/route does provide a link.</p> <p><i>Is it available?</i> The site is an existing public Gypsy site.</p> <p><i>Is it achievable?</i> No abnormal costs need to be overcome.</p>	<p><i>Type of provision:</i> Residential</p> <p><i>Type of traveller:</i> Romany Gypsies</p> <p><i>Delivery:</i> Existing public residential site intensified</p>

<p><i>Site name & settlement:</i> Land south of West Stafford</p>	<p><i>Summary of assessment:</i></p> <p>A large field located to the south of the village, the railway line and main road.</p>	<p><i>Number of pitches:</i> 10</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is separated from the village by the railway line and main road. The site would need a new access. To protect landscape character, only the north eastern part of the site should be developed, and extensive screening and new planting would be needed. Pedestrian links to the village would need to be improved. Reducing noise may be necessary. The site has poor accessibility, with the village lacking all services. However, a bus stop near the site may help make services accessible to those without a car.</p> <p><i>Is it available?</i> The site has been put forward by the landowner for consideration.</p> <p><i>Is it achievable?</i> No abnormal costs need to be overcome.</p>	<p><i>Type of provision:</i> Residential or transit</p> <p><i>Type of traveller:</i> Romany Gypsies or New Travellers</p> <p><i>Delivery:</i> Purchase of site and occupation by Travellers or purchase of site as a publicly managed site</p>

<p><i>Site name & settlement:</i> Land east of Coles Lane, Yetminster</p>	<p><i>Summary of assessment:</i></p> <p>A small piece of scrubland next to a row of housing.</p>	<p><i>Number of pitches:</i> 1</p>
<p><i>Site map</i></p> 	<p><i>Is it suitable?</i> The site is generally well screened both from the countryside and nearby properties. The site is above the road and would need a new access. The lane is narrow with on-street parking. Development would need to protect the existing boundary hedgerows and provide additional screening to protect residential amenity. The site has very good access to most services.</p> <p><i>Is it available?</i> The site is owned by the District Council and is available in principle.</p> <p><i>Is it achievable?</i> New access and screening may be costly.</p>	<p><i>Type of provision:</i> Residential or transit</p> <p><i>Type of traveller:</i> Romany Gypsies or New Travellers</p> <p><i>Delivery:</i> Purchase of site and occupation by Travellers or use of public grants to allow purchase by Travellers.</p>

Rejected sites

West Dorset

Site name	Settlement	Reason for rejection
Land at Caphays Drove	Alweston	Development likely to have an adverse impact on the landscape.
Nallers Lane	Askerswell	Development likely to have an adverse impact on the local landscape and be subject to flood risk.
Litton Lane	Askerswell	Development likely to have an adverse impact on the local landscape incapable of mitigation.
Hilfield Hill country park	Batcombe	Development of the site would have landscape, potential biodiversity impacts and amenity impacts on/from recreation uses which make the site unsuitable for development.
Picnic area and car park	Beamminster	Development of the site would have landscape, potential biodiversity impacts and amenity impacts on/from recreation uses which make the site unsuitable for development.
Small paddock r/o Newtown	Beamminster	The site is subject to road access, landscape, historic environment and residential amenity impacts which make the site unsuitable for development.
Lane End Farm (north site)	Beamminster	Development likely to have an adverse impact on the landscape incapable of mitigation.
Lane End Farm (middle site)	Beamminster	The site could form a suitable site subject to appropriate mitigation measures. However, the landowner has stated that the site is not available.
Lane End Farm (south site)	Beamminster	Development likely to have an adverse impact on the landscape incapable of mitigation.
Wintergreen Barn, Meerhay	Beamminster	The site is an existing Traveller site and is therefore available and achievable. Consultants consider that the small part of the site including the barn and its immediate vicinity is suitable for a single pitch provided that appropriate landscape mitigation measures are undertaken. However, West Dorset District Council considers that the site should be rejected on the grounds of landscape impact.
Land adj tennis courts	Beamminster	Development likely to have an adverse impact on the local landscape and bridleway incapable of mitigation.
Fields at Holt Lane	Bishops Caundle	Development likely to have an adverse impact on the landscape. The site is not available for Gypsy and Traveller use.
Land to the north of Watford Lane	Bridport	Development of the site would have an adverse landscape impact incapable of mitigation.
Gore Cross	Bridport	Development likely to have an adverse impact on the landscape incapable of mitigation.
Lilac Farm	Bridport	The owner has stated that the site is not available for Gypsy and Traveller uses.
Peak Ground	Bridport	Development likely to have an adverse impact on the landscape incapable of mitigation.
Broomhills	Bridport	A potential site situated at farm buildings complex subject to access and landscape improvements. The site is unavailable at the moment, but if it is rejected as a waste site, it may become available at a later stage.
Eype Junction	Bridport	Development likely to have an adverse impact on the landscape incapable of mitigation.
Miles Cross 1	Bridport	Development likely to have an adverse impact on the landscape incapable of mitigation.
Miles Cross 2	Bridport	Development likely to have an adverse impact on the landscape incapable of mitigation.
Council store	Broadmayne	The site is currently required by the County Council as a chippings store and there are access and safety issues which cannot be resolved.

Rejected sites

Land west of South Drove	Broadmayne	The owner has confirmed that the site is not available for Gypsy and Traveller uses.
Land west of Broadmayne	Broadmayne	Development likely to have an adverse impact on the landscape incapable of mitigation.
Corner of Rew Lane and Castle Lane	Buckland Newton	Development of the site would have an adverse landscape impact incapable of mitigation.
Opposite Rew Head Farm	Buckland Newton	Development of the site would have an adverse landscape impact incapable of mitigation.
Site at Duntish	Buckland Newton	Development of the site would have an adverse landscape impact incapable of mitigation.
Field West of Major's Common	Buckland Newton	Development likely to have an adverse impact on the landscape incapable of mitigation.
Land at Charminster Farm	Charminster	Unacceptable impact of site upon landscape not capable of mitigation.
Land East of Green Lane	Chickerell	There is the potential to accommodate a small low rise Gypsy and Traveller development immediately north of the existing house/associated buildings to the south, with appropriate landscaping and mitigation. However, the site has been confirmed as unavailable
Land at Fleet Lane	Chickerell	Development likely to have an adverse impact on the local landscape and the SSSI / SAC / SPA / Ramsar designations.
Land at the end of Ridwood	Chideock	The site is well progressed for affordable housing and therefore unlikely to be available.
Came View Road	Dorchester	The site was rejected at stage 1 due to impact on allocated open space.
Land opp. Dorchester Town football ground	Dorchester	Although it should be possible, with adequate screening and a new access point, to create a potential Gypsy and Traveller site and retain a green buffer function for the rest of this area between the town and the bypass, the owner has stated that the site is not available.
Land at St Georges Road	Dorchester	Development likely to have an adverse impact on the local landscape incapable of mitigation.
Land adj 26 Chard Road	Drimpton	Site could be developed with extensive mitigation but location more appropriately developed for infill residential development.
Woodland south of Frampton	Frampton	The site was rejected at stage 1 due to location within ancient woodland.
Depot land	Frampton	The site is available in principle and is generally suitable for future Gypsy, Traveller or Travelling Showpeople use. However, there are highway access and safety issues which cannot be resolved.
Site east of Halstock	Halstock	Development of site likely to have an adverse impact on the landscape incapable of mitigation.
Land north of Abbot's Hill Farm	Halstock	Development likely to have an adverse impact on the landscape incapable of mitigation.
Land south of Abbot's Hill Farm	Halstock	Development likely to have an adverse impact on the landscape incapable of mitigation.
Three Gates, Land west of Sandy Lane	Leigh	Consultants consider that the site is suitable for Gypsy and Traveller use, subject to landscape mitigation and appropriate boundary treatment. The owner has confirmed that the site may be available for Gypsy and traveller uses in the future. However, West Dorset District Council considers that the site should be rejected on the grounds of landscape impact
Land South of Rainbow Cottage	Litton Cheney	Development likely to have an adverse impact on the landscape and conservation area incapable of mitigation.
Meriden Site	Longburton	Development likely to have an adverse impact on the landscape and conservation area incapable of mitigation.
Former Highways Depot	Longburton	A potentially suitable site subject to mitigation measures to ensure residential amenity of occupiers and adjacent residents. However, Dorset County Council has been in discussions with the local

Rejected sites

			community about delivering additional community facilities on site. The site is therefore not available.
Glenacres	Longburton		There is likely to be a highway safety objection due to the lack of footways on the A352. Additionally, availability cannot be determined.
Land at Timber Hill	Lyme Regis		Development likely to have an adverse impact on the landscape incapable of mitigation.
Land south of Stevens Farm	Martinstown		Development likely to have an adverse impact on the landscape incapable of mitigation.
Land off Cheddington Lane	Mosterton		The site could form a suitable site subject to appropriate mitigation measures. The site is unavailable however as it is under option to a developer. Achievability therefore remains to be resolved.
Land at New House Farm	Mosterton		The site is potentially suitable for Gypsy and Traveller use, subject to the creation of a new access and landscaping and screening. However, the site is not available.
Hardstanding on A358	Near Toller Porcorum		Development of site likely to have an adverse impact on the landscape incapable of mitigation.
Ex depot site	North of Portesham		Development likely to have an adverse impact on the landscape, historic environment and countryside management aspirations for the area. The site is not available for development.
Land near Ivy House Farm	Osborne		Development likely to have an adverse impact on the local landscape incapable of mitigation.
Land North of Bank Farm	Piddletrenthide		Development likely to have an adverse impact on the landscape. Poor access and/or road of poor standard.
Poxwell Grove	Poxwell		Development likely to have an adverse impact on the local landscape incapable of mitigation.
Land off the A354	Puddletown		Development of site likely to have an adverse impact on the landscape incapable of mitigation.
Boundary Cottage	Puncknowle		A scheme for affordable housing is progressing at this site which will prevent the site coming forwards for Gypsy and Traveller use.
Chipping Store	Rampisham		The owner has stated that the site is not available for Gypsy and Traveller uses.
Land at Whithay Lane	SalwayAsh		Development likely to have an adverse impact on the landscape incapable of mitigation.
Land opposite Holy Trinity Church	SalwayAsh		Development likely to have an adverse impact on the landscape incapable of mitigation.
Moorway Lane	Sandford Orcas		Development likely to have an adverse impact on the local landscape. Very poor circuitous access.
Storage depot	SE of Cerne Abbas		Development of the site would have an adverse landscape impact incapable of adequate mitigation.
Land North of Bradford Road	Sherborne		Development likely to have an adverse impact on the landscape. The site is not available for Gypsy and Traveller use.
Land adj to Quarry Lane Caravan Park	Sherborne		Development likely to have an adverse impact on the local landscape at this gateway location into the settlement, incapable of mitigation.
Askers Motel Site	Shipton Gorge		Development likely to have an adverse impact on the landscape incapable of mitigation.
Former petrol station	South of Evershot		The owner has confirmed that the site is not available for Gypsy and Traveller uses.
Garden plot	Stinsford		The owner has confirmed that the site is not available for Gypsy and Traveller uses.
Land south east of Marr's Cross	Sydling St Nicholas		Development likely to have an adverse impact on the local landscape, incapable of mitigation.
Land north of Orchard Close	Sydling St Nicholas		The owner has confirmed that the site is not available for Gypsy and Traveller uses.


Rejected sites


Land east of graveyard	Symondsburry	Development likely to have an adverse impact on the local landscape incapable of mitigation.
Land North of 1,3 Duck Street	Symondsburry	Development likely to have an adverse impact on the local landscape and historic environment incapable of mitigation.
Land south of Digby Crescent	Thornford	Development likely to have an adverse impact on the landscape. The site is not available for Gypsy and Traveller use.
Land opposite Rigg Lane Cottages	Trent	Development of the site would adversely affect the landscape and historic environment.
Land south of Pipsford Farm	West of Hooke	Development of site likely to have an adverse impact on the landscape incapable of mitigation.
Land West of Dukes Close	Winterborne St Martin	There is an opportunity to incorporate a small development without wider landscape or visual impact. However, the site is being progressed for affordable housing and is therefore not available.

Location of shortlisted sites in Weymouth and Portland



Shortlisted sites

<p>Site name & settlement: Land adj. civic amenity site, Weymouth</p>	<p>Summary of assessment:</p> <p>Redundant land next to household recycling centre.</p>	<p>Number of pitches: 5</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> The site may be contaminated because of previous tipping in this area. The landscape is open but development could be accommodated either side of the civic recycling centre by earth mounding and scrub planting. The site is away from residential properties. It may be noisy because of nearby uses. The site is also at risk of flooding. The site is close to a Site of Special Scientific Interest and impacts will need to be mitigated. Accessibility to the site is poor, with most services around 2km away and a bus over 600m away.</p> <p><i>Is it available?</i> The site is owned by the Borough Council and is therefore available in principle, subject to current leases.</p> <p><i>Is it achievable?</i> The potential costs of cleaning up contaminated land may be significant.</p>	<p>Type of provision: Transit or Temporary Stopping Place</p> <p>Type of traveller: Romany Gypsies or Irish Travellers</p> <p>Delivery: Existing public owned land to be developed for publicly managed provision</p>

<p>Site name & settlement: Park and ride site, Weymouth</p>	<p>Summary of assessment:</p> <p>New park and ride car park facility.</p>	<p>Number of pitches: Not applicable</p>
<p>Site map</p> 	<p><i>Is it suitable?</i> The development of the road and car park has involved landscape and ecology measures which should not be compromised by any temporary stopping place on part of the site. The site is next to the road so noise may be an issue which will have to be dealt with. The site has good access to facilities.</p> <p><i>Is it available?</i> The site is owned by the County Council and is available in principle.</p> <p><i>Is it achievable?</i> Any temporary use of part of the car park must not adversely affect the operation of the park and ride facility.</p>	<p>Type of provision: Temporary Stopping Place</p> <p>Type of traveller: Romany Gypsies or Irish Travellers</p> <p>Delivery: Existing publicly owned land to be developed for publicly managed provision</p>

Rejected sites

Weymouth & Portland

Site name	Settlement	Reason for rejection
Independent Quarries land	Easton	Parts of the site may be suitable for development depending upon the final restoration proposals. However, the owner has stated that the site is not available.
Wych Elm	Nottingham	Must relate closely to existing development to mitigate landscape impact. The site is unavailable.
Land adjacent Wych Elm	Nottingham	The northern part of the area is not suitable for development due to the open nature of the field. There is no defined site in the southern part of the area and there is no land available in this area.
Land west of The Shack	Nottingham	The site is too prominent in the local landscape from the road and would have a significant negative impact on the landscape outside the development boundary.
Car park at Peryfields	Portland	The site is not available for Gypsy and Traveller use.
Portland waste storage yard	Portland	The site is at risk of significant flooding.
Land south of 27 Sweet Hill Road	Southwell	Any development would have a significant negative impact on the exposed character of the plateau as would changes to access route.
Land rear of Miles Gardens	Upwey	There is no obvious access to this site which is also within a protected Important Open Gap and likely to have an adverse impact upon the Conservation Area.
Upwey House	Upwey	Suitability of any kind of development inappropriate due to landscape and heritage setting.
East Hill Farm	Upwey	The site is unsuitable for development due to the adverse impact on the local landscape.
Royal Yard Contract Car Park	Weymouth	Unsuitable as unable to ensure privacy due to views over site from neighbouring housing.
Land adj Radipole Lane	Weymouth	Potential negative ecological impact on SSSI; unacceptable impact on landscape.
1 Chesterfield Place	Weymouth	Not suitable due to poor access, both in terms of road maintenance and width of access. Site is also within a protected Important Open Gap and likely to have an adverse impact upon the Conservation Area.
Hurdlemead	Weymouth	Any kind of development inappropriate in terms of landscape impact and impact on the Conservation Area and protected Important Open Gap. Flood risk and lack of privacy are also issues.
Ridgeway - Weymouth Relief Road Land	Weymouth	The land safeguarded for the road is likely to be needed for the road and for adequate landscape and habitat mitigation. There appears no potential for other uses in this area.
Littlemoor - Weymouth Relief Road Land	Weymouth	Any development in this location would be wholly out of place and detract from the landscape of the AONB.
Manor - Weymouth Relief Road Land	Weymouth	There appear to be no opportunities to accommodate development within this general area.
Land east of Dorset Police Station	Weymouth	Part of this site is allocated as proposed open space. However, land immediately adjacent to the police station is not allocated and could form a small discrete development with suitable landscaping and screening. However, the site is unavailable as the owners do not want to be approached.



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