

SITE: Coombe Farm, Mowhay Road.					
Objectives and Criteria		Comments	Suitability		
			permanent	transit	temp
1 On site provision. This includes sufficient provision for internal circulation provision to highways standards, play areas, animal grazing, boundary & entrance controls where relevant.					
1.1	Pitches				
	Criteria: based on 195m ² per pitch (including for internal circulation, residents and visitor parking) (ref ODPM "Local Authority Gypsy/Traveller Sites in England" July 2003). Permanent Sites - 12-20 no pitches (2340m ² - 3900m ²) + expansion space. 12m width. Transit Sites - provision for 15no max pitches (2925m ²). Temporary Stopping Places - -no min or max figures given.	The available space greatly exceeds the maximum pitch requirement of 20 pitches.			
1.2	Grazing				
	Criteria based on 0.8ha per horse.	There would be sufficient space for grazing horses in addition to other requirements			
1.3	Play Areas				n/a
	Criteria: based on a maximum of 20 pitches, the population of a permanent site could be in the region of (20 x 3.13) 63 people. The NPFA recommends a minimum standard for outdoor playing space of 2.4 hectares (6 acres) for 1,000 people therefore allowance for play provision should be in the region of 1500m ² max although not all of this would necessarily need to be provided on site.	1,500m ² of play space could be provided on site if required.			
1.4	Shared amenity block/ day room			n/a	n/a
	Criteria: that the site has spare capacity beyond its minimum requirement for no of pitches.	There would be sufficient space for on site for a shared amenity block/ day room			
1.5	Future development				
	Criteria: that the site has spare capacity beyond its minimum requirement for no of pitches.	The site greatly exceeds the space requirement of 20 pitches so there could be spare capacity to develop the site beyond initial requirements.			

1.6	Business area				n/a
	<i>Criteria: that the site has spare capacity beyond its minimum requirement for no of pitches.</i>	There is space for the creation of a business area adjacent to the site.			
1.7	Communal refuse and recycling storage areas.				
	<i>Criteria: that there should be sufficient space for communal refuse storage and collection near the site entrance.</i>	There is space to provide a communal refuse and recycling storage area near the site entrance			
1.8	Street lighting.				
	<i>Criteria: that the site is able to have street lighting without detrimentally affect surrounding land uses.</i>	The site has the potential to have street lighting without detrimentally affecting surrounding land uses.			
1.9	Boundaries.				
	<i>Criteria: that the site is able to be fenced and secured. (say 1.8m vertical bar fencing?)</i>	The site could be fenced and secured.			
2 Off site provision.					
2.1	Services.				
	<i>Criteria: it is assumed that the site is or can be connected to all statutory services (electricity, gas, telephone, mains water and sewerage) if its entrance or boundaries lie adjacent to adopted highways.</i>	There should be no problems connecting this site to all statutory services given the presence of a residential dwelling on this site.			
2.2	Access				
	<i>Criteria: that the site can be designed to have vehicular access designed to Highways adoptable standards. Note this would need to be checked in more detail by PCC Highways Dept.</i>	This site could be designed to have vehicular access designed to highways adoptable standards. However, there would need to be significant junction improvements given that the St Budeaux bypass is currently operating beyond capacity and a highway safety issue has been identified. It is likely that the cost of these improvements would be prohibitive unless the Gypsy and Traveller site was to be provided as part of a larger development of this site.			
2.3	Traveller Routes.				

	<i>Criteria: that the site should have good, reasonably direct access to the key routes out of the city. The predominant route is the A38 to the west and east, and the A386 northwards.</i>	This site is just off a junction of the A38. It therefore has excellent access to a key traveller route.			
2.4	Public Transport.				
	<i>Criteria: the site should be within walking distance of bus stops (a neighbourhood facility - 5min / 250m distance) and / or train station (a district facility – 20min / 1.7km distance).</i>	The site has poor public transport links. The nearest bus stop is 700m away on Coombe Park Lane across a footbridge over the A38. This bus stop is served by buses numbered 61 and 62A which provide links to the City Centre, Peverell, Transit Way and Derriford Hospital every 10 minutes for most of the day.			
	2.5 Employment.				n/a
	<i>Criteria: to determine whether people can work locally, the site should lie within or adjacent to a neighbourhood that has a good or moderate job ratio i.e. between 0.7 and 1.0. (This is worked out, using Census data, by dividing the number of local jobs in an area by the number of economically active people.) It is also based on local knowledge of locations of areas of employment.</i>	Given the typical nature of work undertaken by Gypsies and Travellers (self employment and seasonal work), employment criteria are unlikely to be a crucial consideration, especially in the case of those wanting to make use of temporary or transit accommodation. The neighbourhood of Kings Tamerton and Weston Mill has a very low job ratio score of 0.19 which is the lowest in Plymouth. This shows that there is hardly any available employment opportunities within the neighbourhood. However, if the development of a Gypsy and Traveller site at this location was to form part of a wider employment generating development, this could provide jobs for future occupants. Honicknowle neighbourhood just across the A38 also has a poor job ratio of 0.43.			
3	Access to facilities. <i>A gypsy/ traveller site should be located in close proximity to as wide a range of facilities as possible, including schools, local shops, GP's & dentists, a range of open space and public transport provision. These facilities are deemed important for permanent sites but less important for transit and temporary sites.</i>				
3.1	Education				n/a
	<i>Criteria: Creches, nurseries, primary, secondary and colleges/ higher education establishments should be located at appropriate walking distances from the site. (Creches, nurseries and primary schools are local facilities - 3 min / /250m; secondary schools and colleges/ higher education are district facilities - 20 min / 1.7km)</i>	The nearest primary school is West Park Primary School, 620m away, much more than the maximum recommended walking distance. The nearest secondary school, Tamarside Community College, is within the recommended catchment at 1.5km away. It is therefore adequately served by educational facilities.			
3.2	Health				

	<i>Criteria: Health centres and / or dentists should be located at appropriate walking distances from the site (Health centres and dentists are district facilities - 20 min / 1.7km).</i>	The nearest doctors surgery is 650m away at Honicknowle Green, well within the recommended distance for district facilities. The nearest dentist is located on Crownhill Road 1.5km away also within the recommended walking distance.			
3.3	Amenities				n/a n/a
	<i>Criteria: Neighbourhood facilities should be located within the recommended 400m walk zone of the site. District facilities should be located within the recommended 1700m walk zone of the site. These facilities are deemed important for permanent sites but less important for transit and temporary sites.</i>	There are a range of amenities approx 700m away at Honicknowle Green including shops and a community centre. These are only slightly further than the recommended maximum walk zone of 800m.			
3.3	Open Space				
	<i>Criteria: There should be a range of playgrounds, informal recreation and formal sports facilities at appropriate walking distances from the site. (Greens and Playgrounds are local facilities - 3min / 250m; neighbourhood sports facilities and small parks are neighbourhood facilities - 5min / 400m; large parks and district sports facilities are district facilities - 20 min/ 1.7km). A moderate to good provision is judged dependent on whether there is at least one area of both informal and formal greenspace of neighbourhood importance (Ref Local Plan Greenscape Schedule.)</i>	The nearest playground is 200m away just over the A38 footbridge which is within the recommended walking distance. There is also space on site to create pay facilities. There is much informal green space close to this site and a number of formal green spaces can be found in the Honicknowle neighbourhood though they are beyond the recommended walking distance.			
4	The Social Environment. Permanent gypsy sites should have an opportunity to mix cohesively with the neighbouring communities				
4.1	Existing Communities				
	<i>Criteria: Does the site lie adjacent to existing, residential communities?</i>	Whilst the site is quite close to the residential area of Kings Tamerton, it is geographically separated by a very steep bank so access between the two area is not possible. Another residential community (Honicknowle) is more accessible via a pedestrian footbridge over the A38.			
4.2	Incompatible neighbours				
	<i>Criteria: Does the site lie adjacent to land uses that would be detrimentally affected by being located next to gypsy and traveller sites. For example creches???</i>	There are no incompatible neighbours although traffic on the A38 may be a potential source of disturbance.			

5 Environmental Considerations. A gypsy/traveller site should not be located where there is a significant level of contamination, pollution or nuisance caused by neighbouring uses including air quality, noise, odour etc.				
5.1	Adverse environmental health factors.			
	<p><i>Criteria: The site should not lie in close proximity to land uses that might have a detrimental effect on residents. The level at which these could affect each neighbourhood will depend on the individual source of nuisance (and can vary depending on climatic conditions). For the purposes of this study, an across the board rule has been taken that a macro issue may have a detrimental effect on a site if it is within 1km of the site. The macro factors agreed with PCC are:</i></p> <p><i>Air quality (traffic)</i></p> <ul style="list-style-type: none"> • Mutley Plain / Exeter Street <p><i>Odours – sewage processing sites</i></p> <ul style="list-style-type: none"> • Cattedown, Finnigan Road / Marsh Mills, Marshall Road • Ernesettle, Ernesettle Lane / Camel's Head, Saltash Rd • Radford, Hooe Road <p><i>Odours - fish processing</i></p> <ul style="list-style-type: none"> • Interfish Ltd, Wallsend Industrial Estate, Cattedown Road <p><i>Noise</i></p> <ul style="list-style-type: none"> • Plymouth Airport, Derriford / Moorcroft Quarry, Elburton <p><i>Waste management sites</i></p> <ul style="list-style-type: none"> • Galileo Cl, Plympton / Chelson Meadow, Billacombe Rd 	The site was the site of an 1850's quarry and it was also used as a post war quarry so investigations are required to establish the condition of the land. Mitigation measures may be required to minimise traffic noise from the A38		
5.2	Microclimate.			
	<p><i>Criteria: Does the site's topography or location mean that it is likely to have an exposed or sheltered microclimate.</i></p>	This site is sheltered and therefore has a favourable microclimate.		
5.3	Flooding.			
	<p><i>Criteria: The site is considered to be at risk of flooding if the risk is considered greater than 1:1000 year.(ref Environment Agency)</i></p>	The entrance to this site has a zone 3 flood risk.		
6 A suitable location. A Gypsy or Traveller site should not be located in areas where conventional bricks and mortar housing would not be considered suitable.				
6.1	A suitable location.			

<p><i>Criteria: would the site, theoretically, be equally suitable for permanent bricks and mortar housing. This has been judged based on the physical nature of the site and in relation to good urban design principles regarding proximity to other communities, facilities and appropriate adjacent land uses.</i></p>	<p>Given the isolation of this site and the lack of facilities with recommended walking zones, which are only accessible via a pedestrian bridge over the A38, this land would not be considered suitable for conventional housing. However given the very accessible location right next to a junction of the A38, it does merit consideration as a transit site where access to local amenities is less crucial.</p>
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<p>7 SUMMARY OF OPTIONS</p>	
	<p>There is sufficient space on this site to meet the need for 15 transit pitches and there is potentially enough space for ancillary facilities such as grazing, business uses etc as well as expansion space. However, the site has very poor access to facilities as it is an isolated site, geographically cut off from other residential areas. Distances to all types of facilities including schools, shops and health centres is in some cases in excess of recommended walking distances. This site has a very favourable location right next to a junction of the A38 (St Budeaux bypass). However, road safety is an issue as the St Budeaux bypass is running over capacity with Dockyard traffic so expensive road junction improvements would be required.</p> <p>The site is a considerable distance from any bus stops with the nearest bus stop being 850m away across a footbridge over the A38 . This exacerbates the isolation of this site. However, buses from this stop to connect well with the rest of the city.</p> <p>The site was the site of an 1850's quarry and it was also uses as a post war quarry so investigations are required to establish the condition of the land. The entrance to this site lies within a flood zone.</p> <p>It is considered that the characteristics of this site are not favourable to the establishment of a permanent site given the very poor access to facilities. However the location close to the A38 would favour the establishment of a transit site where access to facilities is of lesser importance. This could realistically only be achieved on the back of a larger development given the cost of the required infrastructure improvements.</p>