

SITE: Ernesettle Lane East					
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 Ernesettle site is approximately 3.516 hectares which could hold approximately 180 pitches of 195 square metres in size (allowing for 10% of the site for circulation) which is well above the maximum number required. An unimplemented planning permission for a driving test station (cars and motorbikes) exists for part of the site (08/00218/FUL) but even if implemented, more than enough space remains.			
1.2	Grazing				
	Criteria based on 0.8ha per horse.	The site is large enough to accommodate grazing animals at 0.8 hectares per horse.			
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.	The Ernesettle site could easily accommodate provision for local play on site. Particularly as local neighbourhood play provision is poor.			
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 spare capacity beyond the minimum number of travellers pitches for a shared amenity block			
1.5	Future development				

	<i>Criteria: that the site has spare capacity beyond its minimum requirement for no of pitches.</i>	There would be spare capacity for future development on site although the nature of this and its suitability to the area should be considered.			
1.6	Business area				n/a
	<i>Criteria: that the site has spare capacity beyond its minimum requirement for no of pitches.</i>	There would be spare capacity to accommodate business premises along with the minimum requirement for travellers' pitches.			
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 would be sufficient space for communal refuse storage on the site and there would be good access for refuse collection from Ernesettle Lane.			
1.8	Street lighting.				
	<i>Criteria: that the site is able to have street lighting without detrimentally affect surrounding land uses.</i>	The site is bordered on one side by Ernesettle Lane which has existing street lighting so it can be assumed that there is potential for street lighting within the site. There are no surrounding land uses which would be adversely affected by the provision of street lighting within the site.			
1.9	Boundaries.				
	<i>Criteria: that the site is able to be fenced and secured. (say 1.8m vertical bar fencing?)</i>	This site could easily be 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>	Considering the surrounding land uses it is assumed that there is potential to connect the site to mains water, gas, electricity and the sewerage system.			
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>	Access to this site can be provided off Ernesettle Lane and the unimplemented planning permission includes a new road to service the site.			
2.3	Traveller Routes.			n/a	

	<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>	The A38 runs approximately 935m to the south of the site. Ernesettle Lane links the site with the A38 making it easily accessible from this main travellers 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>	There are three bus routes serving the site. Buses 46 and 47 run past the site along Ernesettle Lane every 30 minutes and do the same route but in opposite directions. They link the site with the City Centre, Derriford Hospital, Tamar Science Park, Devonport, Southway, Whitley and Mutley. A further 43 bus passes along nearby Northolt Avenue and provides a rapid service into the City Centre every 10 minutes.			
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 Ernesettle has a very high job ratio of 1.02 but it may not be able to absorb any future need for employment. With the lack of facilities in the surrounding area and no facilities within close proximity to the site there seems to be little in the way of local employment opportunities. The City Centre is easily accessible so some employment may be provided there.			
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>	There are no primary schools within the recommended walk zone with the closest being Ernesettle Infant / Junior School at a distance of 1.14km. Two Secondary schools are located within the recommended walk zones. These are Mount Tamar School (1.265km) and Tamarside Community College (1.309km). A number of special schools and primary schools are located in the area but beyond the recommended walk zones.			
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>	There is a surgery located 825m from the site. This is located next to Ernesettle Green and lies within the recommended walking distance of 1.7km. There is a second health centre almost exactly 1.7 km walking distance from the site (in the adjacent neighbourhood of St Budeaux). There is also a dental practice located on Crownhill Road 1.35km from the site.			
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>	The site is poorly served by local and neighbourhood facilities as there are none within the recommended 3-5 minute walk zone. However district facilities within the recommended walk zone include a library and community centre located 640m away on Duxford Close, St Aidens Church and community centre 877m away on Ernesettle Green and public houses 825m away on Warmwell Road and 1.13km away on Lakeside Drive.			
3.4	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>	There is a recreation ground 706m from the site which includes a playground located 796m from the site. These resources are located at Ernesettle Green and are almost twice the recommended walking distances. There are a number of playing fields adjacent to the site but these are probably not publicly accessible. The site is large enough to accommodate on site play equipment which would mitigate against the lack of playgrounds in the recommended neighbourhood 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>	The site lies adjacent to a residential estate but is physically separated from it.			
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>	A major employer, Toshiba, is located close to the site. Developing this site for residential accommodation could restrict the layout of the proposed waste site across the road in order to maintain recommended separation distances.			
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"> • <i>Mutley Plain / Exeter Street</i> <p><i>Odours – sewage processing sites</i></p> <ul style="list-style-type: none"> • <i>Cattedown, Finnigan Road / Marsh Mills, Marshall Road</i> • <i>Ernesettle, Ernesettle Lane / Camel's Head, Saltash Rd</i> • <i>Radford, Hooe Road</i> <p><i>Odours - fish processing</i></p> <ul style="list-style-type: none"> • <i>Interfish Ltd, Wallsend Industrial Estate, Cattedown Road</i> <p><i>Noise</i></p> <ul style="list-style-type: none"> • <i>Plymouth Airport, Derriford / Moorcroft Quarry, Elburton</i> <p><i>Waste management sites</i></p> <ul style="list-style-type: none"> • <i>Galileo Cl, Plympton / Chelson Meadow, Billacombe Rd</i> 	<p>The site is 240m from a sewerage works as the crow flies and a strategic integrated waste management site is proposed on land across the road from this site. There is therefore potential for strong odours. File information indicates that unlicensed landfill occurred at the site from around 1972 to 1985 and that the wastes included mainly building/construction material. Contamination however could be present and further investigation would be required if this land were to be chosen. The site falls within an MOD Explosive Storage Safeguarding Area (Blast Zone). Would need to consult with Health and Safety Executives Explosives Directorate and Defence Estates (Safeguarding). The adjacent vehicle test and training facility could be a source of noise and disturbance.</p>
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>	<p>The site is south west facing with a sheltered microclimate.</p>
5.3	Flooding risks.	
	<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>	<p>The risk of any part of this site flooding is less than 1:1000 year.</p>
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	<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>No, as the site scores poorly on sustainability criteria and there is a proposed waste site in very close proximity. See below.</p>
7	SUMMARY OF OPTIONS	

This site has potential as a site for Gypsies and Travellers as the undeveloped land exceeds the 3900m² required for a 20 pitch permanent residential site with additional land available to support ancillary development including grazing, on site play provision, shared amenity blocks, additional pitches, business space and communal refuse/recycling. The site is excellently located with easy access to the A38 along a route suitable for large towed vehicles. Public transport is also good.

However there are a number of significant hurdles which would need to be overcome before this site could be developed.

1. The plans for a strategic integrated waste management site on adjacent land are unlikely to be compatible with the gypsy and travellers site. Indeed, one of the main reasons for considering the Ernesettle site for the Waste Station was because there were no people living within the immediate vicinity. If this site was to be considered further as a site for Gypsies and Travellers, close working would be required with the promoters of the waste site to ensure that appropriate separation distances were achievable to protect residents from noise, strong odours and dust particles. This could lead to restrictions on the layout of the proposed waste site in order to maintain recommended separation distances which could impact on its viability. The potential problem of strong odours is compounded as the site is 240m from a sewerage works as the crow flies. Government guidance is not to site gypsy accommodation in close proximity to waste sites or sewerage works.
2. Second, the site is known to be a former tip but no information is held other than that unlicensed landfill occurred from 1972-1985 and that the wastes is likely to be mainly building/ construction material. This will need further investigation.
3. Third, the site is believed to fall within an MOD Explosive Storage Safeguarding Area (Outer Blast Zone) and consultation with the Health and Safety Executives Explosives Directorate and Defence Estates (Safeguarding) about any implications would be needed.
4. Fourth, a Phase 1 Habitat Survey was carried out for the site in support of the planning application to develop part of the land for the motorcycle testing station. The potential presence of nationally protected reptiles and the Great Green Bush Cricket (a priority species for conservation in the Devon Biodiversity Action Plan) have been identified. Mitigation for these species may be required if this site were to be developed.
5. No primary schools are within the recommended walk zone with the nearest being just over 1km away.
6. Regard will need to be given to the impact that consultations on other developments/proposals in the immediate area has had on the local residential and business populations.