



Borough Council of
**King's Lynn &
West Norfolk**



**Gypsy and Traveller and Travelling
Showpeople Sites and Policies
Sustainability Appraisal Addendum**

May 2024

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1. Introduction

- 1.1 This Sustainability Appraisal (SA) Addendum was published in January 2024 to support the Borough Council of King's Lynn and West Norfolk Local Plan examination (submitted March 2022), focusing on the assessment of potential Gypsy and Traveller and Travelling Showpeople (GTTS) sites and related local plan policies. It should be read alongside the King's Lynn & West Norfolk Borough Council Gypsy and Traveller Accommodation Assessment (GTAA), June 2023 (prepared by ORS on behalf of the Borough Council). The SA Scoping Report (2017), Scoping Report update (2020), SA Addendum and non-technical summary (2022) and the SA Incorporating Strategic Environmental Assessment (SEA) 2020¹ provide supporting context relating to the overall SA process. The SA 2020 with subsequent July 2022 updates sets out the background and process undertaken to produce the Sustainability Appraisal including SEA and the methodology.
- 1.2 The primary objective of the Sustainability Appraisal Addendum is to provide an objective and robust assessment of potential sites for Gypsies, Travellers and Travelling Showpeople and evaluate their suitability across sustainability objectives, following production of the Gypsy and Traveller Accommodation Assessment (GTAA) (June 2023)². As this had initially been proposed as a joint piece of work outside the current Local Plan Review at the time of producing the main SA report, the GTTS requirement was not included within the assessment. The SA report submitted alongside the Local Plan was supported by the 2016 Gypsy and Traveller Accommodation Needs Assessment³. However, further to the Planning Inspector's request for more up to date evidence on GTTS need in the Borough, the GTAA was commissioned in January 2023.
- 1.3 Within this document, proposed locations for GTTS sites have been considered against the criteria outlined in Appendix B (also detailed in the non-technical summary document⁴), which follow the methodology set for site allocations in the SA report (2020). The site sustainability factors consider access to services, community and social, economy (business and food production), flood risk, heritage, highways and transport, landscape and amenity, natural environment, infrastructure, pollution and waste and climate change. These are consistent with the site-specific criteria used for the main SA report.

¹ https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/629/sustainability_appraisal

² https://www.west-norfolk.gov.uk/info/20185/planning_policy_research/523/gypsy_and_traveller_accommodation_assessment

³ https://www.west-norfolk.gov.uk/download/downloads/id/2579/gypsy_and_traveller_accommodation_assessment_2016.pdf

⁴ https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/629/sustainability_appraisal

- 1.4 In addition, the deliverability of these potential sites has also been considered in relation to whether these sites will be developed in the first-five years of the Plan or beyond. This is closely linked to where the accommodation need is coming from and the likely reality of whether undeveloped alternative locations will actually be delivered.
- 1.5 The outcome of this report will inform the Council on the selection of the most sustainable and deliverable site allocations and contribute to meeting the 15-year requirement as set out in the Planning Policy for Traveller Sites (PPTS). In addition, to help manage any speculative development that may occur throughout the Plan period, the Council has proposed a criteria-based policy which, in line with national planning policy, will enable any future development for Gypsy and Traveller Accommodation to be delivered in an appropriate and sustainable manner.
- 1.6 The Council is consulting has consulted on the full list of sites and locations, identified as potentially suitable and deliverable for accommodating the required GTTS need (26 January – 8 March 2024). The consultation sought views on the proposed strategy for accommodating GTTS needs in the Borough, individual site proposals and supporting policies. The sites have further been filtered following the consultation and review of the most sustainable options. This report provides an updated sustainability appraisal of the proposed sites, including cumulative impact, that will be allocated in the Local Plan to meet GTTS needs, alongside supporting policies.

2. Background context and relationship to previous SA work

- 2.1 As noted above, the Borough Council of Kings Lynn and West Norfolk Council (BCKLWN) is in the process of preparing the Local Plan review and have updated the supporting evidence on GTTS housing needs as part of the Plan's ongoing examination. The GTAA identifies the number of pitches/plots required from 2023-2039, based on need identified through surveys undertaken during January – May 2023.
- 2.2 Since the publication of the Gypsy and Traveller Accommodation Assessment (GTAA), an appeal decision for an existing site at Baldwin's Drove, Outwell and an appeal decision for land at Moyse's Bank, School Road, Marshland St. James has resulted in the number of pitches required over the plan period from 102 to 95 and within the first 5-years being reduced from and 76 to 69. There is also need for 5 plots for households that met the planning definition for Travelling Showpeople over the Plan period to 2039. To meet the need to allocate additional land, a call for sites was carried out in October 2023. The criteria for suitable sites, was set at a size between 0.2 and 3 hectares and situated in areas of lowest flood risk (flood zone 1). These sites are

considered reasonable alternatives and were assessed as part of the wider Site Assessments for all existing Gypsy and Traveller Sites.

- 2.3 Existing unauthorised sites have also been considered as part of this process, to ascertain if they could be formalised through an allocation in the Local Plan. The GTAA notes the potential for intensification or extension of existing sites, which could also provide a more sustainable approach to meeting GTTS needs, especially because the majority of the accommodation need is arising from existing sites. This various stages of SA have assisted the Council in the decision making process to determine which sites are the most appropriate within the available land in Kings Lynn and West Norfolk that will meet the needs of GTTS.

3. Sustainability Appraisal Method

- 3.1 The purpose of this addendum report is to provide an appraisal of the GTTS site allocations and related policies in line with the SEA regulations. Regulation 12 of the SEA Regulations⁵ states that the report “shall identify, describe and evaluate the likely significant effects of the environment of – (a) implementing the plan or programme; and (b) reasonable alternatives taking into account the objectives and geographical scope of the plan or programme”. The purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives – economic, social and environmental).
- 3.2 SA is a legal requirement of the Planning and Compulsory Purchase Act 2004 and this report meets the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations) which is set out in more detail in the overarching SA 2020. The methodology follows the Site Sustainability Appraisal as used in the SA incorporating SEA for the Local Plan Review 2020⁶. The 11 Site Sustainability Factors are considered to be more directly related to issues affecting the choices between one site and another, yet still relate to the updated 20 Local Plan Sustainability Objectives. The relationship between the two are set out Appendix C.
- 3.3 The scoring criteria is set out in Appendix D relating the significance to each of the site sustainability factors. It is important to appreciate that the scoring of

⁵ <https://www.legislation.gov.uk/ukxi/2004/1633/regulation/12/made>

⁶

[file:///C:/Users/p10442979/Downloads/3_BCKLWN_Sustainability Appraisal Strategic Environmental Assessment Report_2020%20\(12\).pdf](file:///C:/Users/p10442979/Downloads/3_BCKLWN_Sustainability%20Appraisal_Strategic%20Environmental%20Assessment%20Report_2020%20(12).pdf)

options against these factors is intended to give only a broad indication of its performance: more detailed and qualitative judgements are a necessary part of the final site selection and/or decision-making process. Neither can the scoring against different factors be directly compared to one another. A certain score against flood vulnerability, for instance, cannot be said to be equivalent to the same score against, say, economic impact. Rather, the scoring helps identify advantages and disadvantages, and hence where different considerations are in alignment and where trade-offs must be (or have been) made.

- 3.4 The key for assessing the importance of sites for Gypsies, Travellers and Travelling Showpeople is shown below in Figure 1.

Figure 1: Significance Key

Categories of Significance	
Symbol	Meaning
++	Highly Positive
+	Positive
o	Neutral effect
+/x	Positive / Negative
?	Unknown
#	Dependent on implementation
x	Negative
xx	Highly Negative

4. The Council's Strategy for Assessing Potential Locations for Current and Future Gypsy and Traveller Provision

- 4.1 The majority of overall GTTS need (69 out of 95 pitches; 73%) is required within the next five years; i.e. by 2028. The Council anticipate that the first five-year requirement could be met by intensification and authorisation of existing sites where needs are arising (subject to any identified planning constraints being suitably mitigated). This also works in the interests of making the most efficient use of existing sites and ensuring that need is genuinely met in the locations it is required, which the Council believe to be the most sustainable and deliverable approach to development.
- 4.2 Any residual requirements are proposed to be met through authorising pitches and/or identifying broad locations for growth in the Plan. Beyond the first five years, it is likely that the remaining need (26 pitches) will be delivered via the proposed criteria-based policy, along with other relevant policies within the Local Plan.
- 4.3 Following a consultation exercise in January 2024, the Council have continued to collect all available information to understand whether the identified needs can be met through the intensification and authorisation of existing sites. The Council has undertaken a site assessment for all existing Gypsy, Traveller and Travelling Showpeople sites/ yards across the Borough⁷. This looked at all known planning constraints such as highways access, flood risk and access to local services. It then identified whether sites are available, suitable and deliverable for further development. As part of the consultation exercise sites that would normally be discounted on suitability grounds were considered due to the nature of these sites and because the needs are arising from existing individual sites/specific locations. The Council believes that where existing sites have an opportunity to meet these direct accommodation needs, then further investigation must be undertaken to identify whether constraints can be overcome through measures such as flood mitigation.
- 4.4 In the case that there is little likelihood that constraints can be suitably mitigated, then these sites have no longer been considered. The Council have assessed all existing Gypsy, Traveller and Travelling Showpeople's sites and have shortlisted and discounted 55 sites from future development at this time. The reasons why sites have been discounted have been set

⁷ https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/951/local_plan_review_2016-2036_examination

out in the Site Assessment Document (May 2024), but it is largely due to the availability, suitability or deliverability of these sites, that do not present the possibility of mitigating constraints.

4.5 In terms of the general locations for Gypsy and Travellers, the majority of existing sites are mostly situated in countryside/ rural locations and away from services and facilities. Where sites are made available within or close to existing settlements, and a specific needs has arisen, then these have been taken forward. However, due to the limited number of such sites, a large majority of potential locations for accommodating the current and future needs are on more isolated existing sites. Although the sustainability assessment is considering each site within the existing methodology, the nature of gypsy and traveller sites tend to be located further from existing services and public transport; however, this is often compensated by the benefits to the existing GTTS community and meeting the housing needs for this group.

5. Gypsy, Traveller and Travelling Showpeople Policies

5.1 In the following section the GTTS policies are assessed alongside reasonable alternatives, using the assessment framework outlined at Appendix A. The site allocations are considered separately in the next section.

Policy / Reasonable Alternative	Sustainability Objectives (see Appendix A)																				Total +	Total -	Overall
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
Policy A	+/-	o	+	o	o	+	o	+/-	o	o	o	++	o	o	#	++	++	+	+	o	10	0	Likely positive effect +10
Criteria based policy without allocating sites	+/-	o	+	o	o	+	o	+/-	o	o	o	++	o	o	x	x	x	x	x	o	4	5	Likely negative effect -1
No Policy	x	o	o	o	o	o	o	x	o	o	o	x	x	o	x	x	x	x	x	o	0	9	Likely negative effect -9

5.2 GTTS Policy A, sets out the proposed allocations but also includes a criteria-based policy on requirements for acceptable development. This sets out requirements on allocated sites as well as any speculative applications and will also seek to address the identified GTTS need beyond 2028, when the GTAA is then expected to be reviewed and updated. The

reasonable alternatives considered are a criteria-based policy that doesn't allocate sites or no policy. As scored above, Policy A has an overall positive effect of +10 and the other reasonable alternatives have negative overall impact.

Policy / Reasonable Alternative	Sustainability Objectives (see Appendix A)																				Total +	Total -	Overall
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
Policy B	o	o	o	o	o	o	+	o	o	o	o	+	+	o	o	+	+	+	+	o	7	0	Likely positive effect +7
No Policy	o	o	o	#/x	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	0	1	Likely negative effect -1

5.3 Proposed Policy B responds to the need to accommodate households that do not meet the planning definition or are classified as undetermined for GTTS. The reasonable alternative is the exclusion of a policy for caravans, park homes and house boats. As noted in the assessment, proposed Policy B has an overall likely impact of +7 and no policy -1.

6. Gypsy, Traveller and Travelling Showpeople Allocated Site Assessments

6.1 The Council has taken a pragmatic approach to the process of assessing land for GTTS accommodation. The following section presents each of the sites put forward as allocations in the Local Plan. This document does not consider sites that have been previously discounted in earlier stages of the process (following additional consultation). Although noted in the comments that mitigation is possible, at this stage the details of proposed mitigation hasn't been provided in most cases so the score is based on the baseline assessment. The proposed number of pitches is indicative at this stage and dependent on any potential constraints or mitigation required on the site as part of the detailed application process.

Proposed Sites for Intensification and/or Extension

SITE GT05											
Location						Proposed No Pitches					
19-121 Magdalen Road, Tilney Street, Lawrence						1					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	+/x	+	O	O	XX	O	O	O	#	o/#	?/#
Summary	<p>The site is located within 1200m from the nearest services although there is no public transport or walking/cycling provision a positive/negative score has been given in terms of access to services. There is existing vehicle access onto the highway and the proposed development of one pitch does not have significant impact overall; however, acceptable visibility should be demonstrated. The site lies within flood risk zone 2, therefore poses significant negative impact. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need; however in terms of this sustainability assessment, the impacts are scored as highly negative. This also has influence on the climate scoring; however, approval will not be granted without sufficient mitigation and impacts should therefore be minimal on that basis, dependent on implementation of suitable mitigation. Development of this site is likely to have positive impact on community (as there is existing Gypsy and Traveller residents), economy and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT09											
Location						Proposed No Pitches					
The Stables, Marshland, St James						1					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	+/x	+	O	O	XX	O	O	O/#	#	O/#	?/#
Summary	<p>The site is located within 1200m from the nearest services although there is no public transport or walking/cycling provision for most of the route so a positive/negative score has been given in terms of access to services. There is existing vehicle access onto the highway and the proposed development of one pitch should not have significant impact overall; however, acceptable visibility should be demonstrated. The site lies within flood risk zone 2 and 3, therefore poses significant negative impact. Further work is needed to assess suitable mitigation to address existing flood constraints. This also has influence on the climate scoring; however, approval will not be granted without sufficient mitigation and impacts should be minimal on that basis, dependent on implementation of suitable mitigation. Development of this site is likely to have positive community impact to meet housing need (and there is existing Gypsy and Traveller residents). The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The impact on natural environment and landscape will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT11											
Location						Proposed No Pitches					
Homefields (Western Side, Goose Lane), Walpole, St Andrew						1					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	+/x	+	O	O	XX	O	O	O/#	#	O/#	?/#
Summary	<p>The site is located within 1200m from the nearest services although there is no public transport or walking/cycling provision for most of the route so a positive/negative score has been given in terms of access to services. There is existing vehicle access onto the highway and the proposed development of one pitch should not have significant impact overall; however, acceptable visibility should be demonstrated. The site lies within flood risk zone 2 and 3, therefore poses significant negative impact. Further work is needed to assess suitable mitigation to address existing flood constraints. This also has influence on the climate scoring; however, approval will not be granted without sufficient mitigation and impacts should be minimal on that basis, dependent on implementation of suitable mitigation. Development of this site is likely to have positive community impact to meet housing need (and there is existing Gypsy and Traveller residents). The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The impact on natural environment and landscape will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT14											
Location						Proposed No Pitches					
West Walton Court, Blunts Drove, Walton Highway						10					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	XX	O	O	O	XX	O	XX	O	O	O/#	?/#
Summary	<p>As the site is located over 1200m away from the nearest services with no public transport or walking/cycling provision a negative score has been given in terms of access to services. There is an existing access through the existing site, however the highway is constrained by its size and the scoring is also negative because of the lack of off-road facilities, such as footpaths, cycle lanes and public transport to access local services. Acceptability visibility would also need to be demonstrated to provide suitable access for additional users. The remote nature of the site does not present realistic opportunity for modal shift away from car use. The site lies within Flood zone 2 and 3, therefore poses significant negative impact. Further work is needed to assess suitable mitigation to address existing flood constraints; however, the constraints are unlikely to prevent development. Approval will not be granted without sufficient mitigation and overall impacts relating to climate change should be minimal on that basis, dependent on implementation of suitable mitigation. Development of this site is likely to have neutral impact on community, economy and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment impact will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT17											
Location						Proposed No Pitches					
Land at the Lodge, Small Lode, Upwell						9					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	X	+	O	O	O	O	O	O	#	o/#	?/#
Summary	As the site is located approximately 1200m away from the nearest services with no public transport or walking/cycling provision a negative score has been given in terms of access to services. The impact is not considered to be major because there is an existing Gypsy and Traveller site and potential agricultural employment nearby. Although there is existing vehicle access onto the highway, suitable mitigation will be required for improvement to visibility due to the increased capacity of the site. Development of this site is likely to have positive impact on community (as there is an existing Gypsy and Traveller site and contributing towards housing need), economy, flood risk (level 1), and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment and climate change impact will depend on how the site is implemented; for example, the proposed policy seeks to address landscaping and tree planting to preserve the surrounding character of area.										

SITE GT18											
Location						Proposed No Pitches					
Land at 2 Primrose Farm, Small Lode, Upwell						13					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	X	+	O	?	XX	O	O	O	#	o/#	?/#
Summary	As the site is located approximately 1200m away from the nearest services with no public transport or walking/cycling provision a negative score has been given in terms of access to services. The impact is not considered to be major because there is an existing Gypsy and Traveller site and potential agricultural employment nearby. There is existing vehicle access onto the highway, which would need to demonstrate acceptable visibility for the proposed increase in capacity of the site. The frontage of the site lies in flood zone 1 with the remainder zone 2 and 3; therefore, posing significant negative impact overall. Suitable mitigation is proposed; however, in terms of this sustainability assessment, the impacts are scored as highly negative. This also has influence on the climate scoring; however, approval will not be granted without sufficient mitigation and impacts should be minimal, dependent on implementation of suitable flood mitigation. Development of this site is likely to have positive impact on community (as there is an existing Gypsy and Traveller site and contributing towards housing need). The business economy and landscape and amenity has been scored as having neutral impact. The site is agricultural grade 1 and therefore could have impact on economy B factor. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment impact will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.										

SITE GT20											
Location						Proposed No Pitches					
Land at Botany Bay						1					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	+	+	O	O	X	O	O	O	#	o/#	?/#
Summary	<p>The site scores positively in terms of access to services as it is located approximately 500-600m to facilities and employment opportunities. There is existing highways access, which will need to demonstrate appropriate visibility; however, one additional pitch will not create significant impact on traffic. Although the site is within Flood Zone 1; the FRA has identified a potential issue with surface water drainage due to impacts from adjacent surface water flowpath and has therefore been scored as negative pending further investigation. Development of this site is likely to have neutral impact on landscape and amenity and infrastructure and water as it has access to the water supply network. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment and climate change impact will depend on how the site is implemented; for example, the proposed supporting policy seeks to address landscaping and tree planting to preserve the surrounding character of area.</p>										

SITE GT21											
Location						Proposed No Pitches					
Land at Four Acres, March Riverside						5					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	X	#	O	O	XX	O	O	#	#	o/#	?/#
Summary	<p>The site's access to services is considered negative as key facilities and employment opportunity are over 1200m away with no walking/cycling provision. Public transport access is also approximately 1700m away, providing bus services to Downham Market, Three Holes and Wisbech. The site has existing Gypsy and Traveller accommodation; however, the site assessment has identified potential conflicts with neighbouring uses and therefore suitable mitigation regarding the private amenity of existing occupiers on the site or those nearby needs to be considered. There is existing vehicle access onto the highway. The site is partially constrained by flood risk (zones 2 and 3); however, it is likely that measures can be taken to mitigate this risk with further assessment. The site has access to a water supply network and has its own septic tank or package treatment plant. The natural environment and climate change impact will depend on how the site is implemented; for example, the proposed supporting policy seeks to address landscaping and tree planting to preserve the surrounding character of area and flood mitigation will have impact on climate change.</p>										

SITE GT28											
Location						Proposed No Pitches					
Many Acres, (Smithy's Field), Small Lode, Upwell						2					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	X	+	O	O	O	O	O	O	#	/#	?/#
Summary	As the site is located approximately 1200m away from the nearest services with no public transport or walking/cycling provision a negative score has been given in terms of access to services. The impact is not considered to be major because there is an existing Gypsy and Traveller site and potential agricultural employment nearby. There is existing vehicle access onto the highway. Development of this site is likely to have positive impact on community to meet housing need (and there is an existing Gypsy and Traveller site), economy, flood risk (level 1), and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment and climate change impact will depend on how the site is implemented; for example, the proposed supporting policy seeks to address landscaping and tree planting to preserve the surrounding character of area.										

SITE GT29											
Location						Proposed No Pitches					
No 2 The Stables, Lynn Road, Wiggenhall, St Germans											
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	O	+	O	O	XX	O	O	O	#	o/#	?/#
Summary	The site is located approximately 1100m from the nearest bus stop, providing services to Kings Lynn and Wisbech. Access to services in Wiggenhall are within walking distance; however, there is limited or walking/cycling provision currently available. There is existing vehicle access onto the highway. There is also existing Gypsy and Traveller occupation, which will contribute to a positive impact in terms of delivering housing need. The site lies within flood zone 2 and/or 3 and therefore has been scored highly negative. Suitable mitigation is proposed with further investigation needed; however, in terms of this sustainability assessment, the impacts are scored as highly negative. This also has influence on the climate scoring; however, approval will not be granted without sufficient mitigation and impacts should be minimal, dependent on implementation of suitable flood mitigation. Development of this site is likely to have neutral impact on economy and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment and climate impacts will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.										

SITE GT34											
Location						Proposed No Pitches					
Land at Creaksville, The Common, South Creake, Fakenham						1					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	XX	#	O	O	#	O	o/#	#	#	o/#	?/#
Summary	<p>As the site location is detached from key services with no public transport or walking/cycling provision, a highly negative score has been given in terms of access to services. There is an existing access, which may require mitigation; however, the development of one additional pitch should not have significant impact subject to suitable mitigation. There is an existing Gypsy and Traveller site; however, the site assessment has identified potential conflicts with neighbouring uses and therefore suitable mitigation regarding the private amenity of existing occupiers on the site or those nearby needs to be considered. Although the site lies in flood zone 1, consideration needs to be given to surface water, including adjacent surface water flowpaths to the north and west. There is likely to be neutral impact on economy, landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment and climate change impact will depend on how the site is implemented; for example, the proposed supporting policy seeks to address landscaping and tree planting to preserve the surrounding character of area.</p>										

SITE GT54											
Location						Proposed No Pitches					
Land at the Pines, Whittington						1					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	XX	+	O	O	O	O	O	O	#	o/#	?/#
Summary	<p>The site is situated in the triangle of Brookville, Wittington and Northwold, but it is not close to core services and community facilities, which are approximately 1.5-3km away; therefore, scored highly negative. There is existing highways access. There is also existing Gypsy and Traveller occupation, which will contribute to a positive impact in terms of delivering housing need. Development of this site is likely to have neutral impact on economy, flood risk (zone 1) and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT55											
Location						Proposed No Pitches					
Land at Victoria Barns, Basin Road, Outwell						1					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	+/x	+	O	O	O	O	O	O	O	o/#	?/#
Summary	<p>The site is located within 1200m from the nearest services; however, there is no walking/cycling provision and a positive/negative score has been given in terms of access to services. There is existing vehicle access onto the highway. There is also existing Gypsy and Traveller occupation, which will contribute to a positive impact in terms of delivering housing need. Development of this site is likely to have neutral impact on economy, flood risk (zone 1) and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT56											
Location						Proposed No Pitches					
Wheatley Bank, Walsoken (South of Worzals paralell to A47)						9					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	X	+	O	O	XX	O	O	O	O	o/#	?/#
Summary	<p>As the site is located over 1200m away from the nearest services with no public transport or walking/cycling provision a negative score has been given in terms of access to services. This is less significant as there is existing Gypsy and Traveller community, which also contributes to a positive score in providing housing need. There is existing vehicle access onto the highway. The site lies within flood risk zone 2, therefore poses significant negative impact. Suitable mitigation is proposed; however in terms of this sustainability assessment, the impacts are scored as highly negative. This also has influence on the climate scoring, which is dependent on implementation of suitable mitigation. Development of this site is likely to have neutral impact on community, economy and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment impact will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT59											
Location						Proposed No Pitches					
Land at Spriggs Hollow, Walsoken						5					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	XX	+	O	O	O	O	O	O	#	o/#	?/#
Summary	<p>The site is located more than 1200m from the nearest services, with no public transport or walking/cycling provision available, therefore a highly negative score has been given in terms of access to services. There is existing vehicle access on to the highway. There is also existing Gypsy and Traveller occupation, which will contribute to a positive impact in terms of delivering housing need. The site lies within flood risk zone 1 and therefore has scored neutral. Development of this site is likely to have neutral impact on economy and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment and climate impacts will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT65											
Location						Proposed No Pitches					
Tall Trees (A1122) Downham Market						4					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	+	+	O	O	XX	O	O	O	#	O/#	?/#
Summary	<p>The site is located within 1200m from the nearest services, and although the walking/cycling provision is limited, it is possible to reach nearby Downham Market train station by foot. There is existing vehicle access on to the highway. There is also existing Gypsy and Traveller occupation, which will contribute to a positive impact in terms of delivering housing need. The site lies within flood zone 2 and 3, therefore poses significant negative impact. Suitable mitigation is proposed, however, in terms of sustainability assessment, the impacts are scored as highly negative. This also has influence on the climate scoring, which is dependent on implementation of suitable mitigation. Development of this site is likely to have neutral impact on economy and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT66											
Location						Proposed No Pitches					
Land at Brandon Road, Methwold						1					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	XX	+	O	O	O	O	O	O	#	O/#	?/#
Summary	<p>The site is located more than 1200m from the nearest services, with no public transport or walking/cycling provision available, therefore a highly negative score has been given in terms of access to services. The site is remote and located on a fast B road; however, there is an existing access and proposed development of an additional pitch is likely to have limited significance. There is also existing Gypsy and Traveller occupation, which will contribute to a positive impact in terms of delivering housing need. The site lies within flood risk zone 1 and therefore has scored neutral, with further assessment to be carried out on surface water. Development of this site is likely to have neutral impact on economy and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment and climate impacts will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character. The site is located within an area of dense vegetation; however the existing site area is already established within the plantation.</p>										

Formalisation of existing pitches:

SITE GT59											
Location						Proposed No Pitches					
Land at Spriggs Hollow, Walsoken						1					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	XX	+	O	O	O	O	O	O	#	o/#	?/#
Summary	<p>The site is located more than 1200m from the nearest services, with no public transport or walking/cycling provision available, therefore a highly negative score has been given in terms of access to services. There is existing vehicle access on to the highway. There is also existing Gypsy and Traveller occupation, which will contribute to a positive impact in terms of delivering housing need. Development of this site is likely to have neutral impact on economy, flood risk (zone 1) and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment and climate impacts will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT65											
Location						Proposed No Pitches					
Tall Trees (A1122) Downham Market						1					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	+	+	O	O	XX	O	O	O	#	O/#	?/#
Summary	<p>The site is located within 1200m from the nearest services, and although the walking/cycling provision is limited, it is possible to reach nearby Downham Market train station by foot. There is existing vehicle access on to the highway. There is also existing Gypsy and Traveller occupation, which will contribute to a positive impact in terms of delivering housing need. The site lies within flood zone 2 and 3, therefore poses significant negative impact. Suitable mitigation is proposed, however, in terms of sustainability assessment, the impacts are scored as highly negative. This also has influence on the climate scoring, which is dependent on implementation of suitable mitigation. Development of this site is likely to have neutral impact on economy and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

Travelling Showpeople proposed sites:

SITE GT25											
Location						Proposed No Pitches					
Land at the Oaks, Mill Drove, Northwold						2					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	X	+	O	O	O	O	O	O	O	O/#	?/#
Summary	<p>Although the site is located approximately 1000m from bus stops, providing links to Downham Market, Thetford and Kings Lynn, the nearest key services are over 1200m away and the route isn't supported for walking or cycling. There is existing vehicle access to the highway. The potential for the site to provide required Gypsy and Traveller housing is considered as having a positive impact on community. Development of this site is likely to have neutral impact on economy and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

SITE GT62											
Location						Proposed No Pitches					
Land at Redgate Farm, Magdelan Road, Tilney St Lawrence						2					
Site Sustainability Factor	Access to Services	Community & Social	Economy A-Business	Economy B-Food Production	Flood Risk	Heritage	Highways & Transport	Landscape & Amenity	Natural Environment	Infrastructure & Waste	Climate Change
Score	XX	+	O	O	XX	O	O	O	#	o/#	x/#
Summary	<p>The site is located approximately 1500m from bus stops, providing links to Kings Lynn and Wisbech, and over 2000m to the nearest services although there is no walking/cycling provision so a negative score has been given in terms of access to services. There is existing vehicle access onto the highway. The site lies within flood risk zone 2/3, and therefore poses significant negative impact. Suitable mitigation is proposed; however, in terms of this sustainability assessment, the impacts are scored as highly negative. This also has influence on the climate scoring; however, approval will not be granted without sufficient mitigation and impacts should be minimal, dependent on implementation of suitable mitigation. The potential for the site to provide required Gypsy and Traveller housing is considered as having a positive impact on community. Development of this site is likely to have neutral impact on economy and landscape and amenity. The site is not within a conservation area or near heritage assets therefore there is a neutral effect. The natural environment will depend on how the site is implemented; for example, the proposed supporting policy seeks to address boundary treatment and screening, which is sympathetic to the existing character.</p>										

7. Cumulative Impacts

- 7.1 The SA Addendum 2022 provided an update to the 2020 SA, which concluded that the cumulative impacts of the Plan and subsequent amendments have a positive impact on sustainability.
- 7.2 The addition of the GTTS policies (A & B) increases the positive score by 17 points. Overall, the allocated sites assessments result in a negative score of -23; however, the cumulative impacts of the Plan remain positive as outlined below. Five site locations have neutral impact, in addition to the positive and negative scores outlined below.

	SA 2020	Impact of SA Addendum 2022	SA 2022	Impact of GT Addendum 2024	Updated Score
Policies - positive	548	Additional 7 positive	555	Additional 17 positive	572
Policies - negative	-70	1 less negative	-69	No change	-69
Total	478		486		503
Site Specific - positive	396	No change	n/a	Additional 3 sites positive (+3)	399
Site Specific - negative	-170	No change	n/a	Additional 13 site locations negative (-26)	-196
Total	226		226		203
Local Plan Scoring	704		712		706

Summary of updated scores

- 7.3 The SA Addendum considers that the cumulative impacts of the Plan as updated following the GTTS policies and site assessments, are not significantly impacted overall. The changes have not had significant effect on the overall scoring, which remains likely positive.

8. Conclusion

- 8.1 Overall, negative scorings are generally a result of the remote location of the proposed GTTS sites and therefore access to services; however, as noted earlier in the report, the Council have considered potentially suitable sites based on supply aligning to demand and meeting the needs of the community. By necessity this differs from general housing need, given the status of Gypsies

and Travellers as having protected characteristics under the 2010 Equality Act. The draft consultation document was also subject to a full Equalities Impact Assessment⁸, to ensure the legal requirements of the Equality Act are correctly met.

- 8.2 Highways access has also scored negatively on some proposed sites; however, mitigation is suggested and therefore that would improve the outcome if successfully implemented. Lastly, several sites have scored negatively due to some or all of the land being within Flood Zone 2 and/or 3. At the time of assessment mitigation has already been established on some of the sites through previous planning permissions. The Council has produced a Strategic Flood Risk Assessment (SFRA) Level 2 for each of the sites concerned. This identifies the risk from flooding and what, if any, mitigation measures are needed to enable safe development of the site in the future.
- 8.3 The SA Addendum 2024 has concluded that overall the Plan would constitute a sustainable form of development. The Habitats Regulation Assessment has also been updated alongside this part of the process to determine which sites are most suitable for allocation in the Local Plan.

9. Next Steps

- 9.1 This SA Report has been prepared as an addendum to the previously published SA Scoping Report (2017), Scoping Report update (2020), SA Addendum and non-technical summary (2022), and will support the next stages of Local Plan Examination hearing sessions. Any further amendments proposed through the examination process will be subject to further assessment and appraisal in relation to both individual policies and the cumulative impacts of the Plan.
- 9.2 On adoption of the BCKLWN Local Plan Review, the Council will publish the Post-Adoption Statement setting out how the SA and SEA process was undertaken. The Plan will then be monitored for its impact on the SA and SEA objective. All documentation relating to the BCKLWN Local Plan Examination and the various stages of SA and SEA preparation can be accessed on the Council's website⁹.

⁸ [\(Public Pack\)Agenda Document for Local Plan Task Group, 08/01/2024 09:30 \(west-norfolk.gov.uk\)](#) (p19-30)

⁹ https://www.west-norfolk.gov.uk/info/20079/planning_policy_and_local_plan/951/local_plan_review_2016-2036_examination

10. Appendices

Appendix A: Local Plan Review Sustainability Objectives

Topics	Local Plan Review Sustainability Objectives	SEA Environmental Effect 'Issues'
Land and Water Resources	<ol style="list-style-type: none"> 1. Minimise the irreversible loss of undeveloped Greenfield land, agricultural (Best Most Versatile 1- 3) land and productive agricultural holdings 2. Limit water consumption to levels supportable by natural processes and storage systems 	<ul style="list-style-type: none"> • Soil • Water • Material assets • Landscape
Biodiversity and Geodiversity	<ol style="list-style-type: none"> 3. Maintain, restore and enhance the natural environment and sites designated for biological and geological interest 4. Maintain and enhance the range, functionality and connectivity of characteristic habitats and species 	<ul style="list-style-type: none"> • Biodiversity • Fauna • Flora • Soil • Water • Landscape
Landscape and Townscape	<ol style="list-style-type: none"> 5. Avoid damage to protected sites and historic buildings 6. Maintain and enhance the diversity and distinctiveness of landscape and townscape character 7. Create places, spaces and buildings that work well, wear well and look good. 	<ul style="list-style-type: none"> • Material assets • Cultural heritage including architectural and archaeological heritage • Landscape

Topics	Local Plan Review Sustainability Objectives	SEA Environmental Effect 'Issues'
Climate Change and Pollution (continued)	<p>8. Reduce pollution and GHG emissions that affects the quality of land, air, water or soils in the Borough including: noise, light, vibrations. Mitigate GHG emissions by moving towards sustainable transport systems and reducing the reliance on fossil fuel-based vehicles.</p> <p>9. Minimise waste production, reduce the use of non-renewable energy sources and support the recycling of waste products</p> <p>10. Minimise vulnerability and provide resilience and adaptation to climate change, taking account of flood risk and coastal change</p> <p>11. New development should be designed to be better adapted to climate change and flood risk</p>	<ul style="list-style-type: none"> • Soil • Water • Climatic factors • Material assets • Coastal erosion/ Flood risk • Energy • High GHG emissions • Design & quality • Transport
Healthy Communities	<p>12. Maintain and enhance human health</p> <p>13. Reduce and prevent crime, and reduce the fear of crime</p> <p>14. Improve the quantity and quality of Green Infrastructure, publicly accessible open space, Public Rights of Way and access</p>	<ul style="list-style-type: none"> • Population • Human health <p>(There are also links to Biodiversity, Flora and fauna, Soil and Water)</p>
Inclusive Communities	<p>15. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)</p> <p>16. Redress inequalities related to age, gender, disability, race, faith, location and income</p> <p>17. Ensure all groups have access to decent, appropriate and affordable housing</p> <p>18. Encourage and enable the active involvement of local people in community activities</p>	<ul style="list-style-type: none"> • Population

Topics	Local Plan Review Sustainability Objectives	SEA Environmental Effect 'Issues'
Economic Activity	19. Help people gain access to satisfying work appropriate to their skills, potential and place of residence 20. Improve the efficiency, competitiveness and adaptability of the local economy	<ul style="list-style-type: none"> • Population • Material assets

Appendix B: Site Sustainability Factors

Objective	Site Sustainability Factor	Includes positive and negative anticipated results in terms of, for example:
A	Access to Services	Proximity to services; development providing supporting local services; availability of public transport to towns and such major service centres
B	Community and Social	Local community support for proposals; provision of community facilities; provision of housing, especially types/tenures/mixes that meet community needs; neighbourhood plan promoted development; development contributing to healthy lifestyles
C	Economy A: Business	Promotes economic development; creates supports employment
D	Economy B: Food Production	Use of higher or lower grade agricultural land; development that involves/supports food production
E	Flood Risk	Development of land at different levels of flood risk; development type sensitivities
F	Heritage	Conservation or enhancement of cultural heritage, including listed and other historic buildings, conservation areas and others of local distinction, archaeology, etc.
G	Highways and Transport	Relationship of development to transport networks, especially public transport; safety, free flow and efficiency of use of highway and other transport networks; transport infrastructure improvements and extensions; cycle and footway provision/availability for practical access and reduction of car use
H	Landscape and Amenity	Conservation and enhancement of designated Norfolk Coast Area of Outstanding Natural Beauty and other distinctive landscapes; protection and improvement of local amenity (including visual/aural/olfactory)
I	Natural Environment	Biodiversity and geodiversity
J	Infrastructure, Pollution and Waste	Provision, protection and best use of infrastructure; avoidance of waste and pollution
K	Climate Change	Quality of design of new development adapting to climate change/flood risk, avoidance of adding to higher GHG emissions and adding towards minimizing the vulnerability of climate change

Appendix C: Relationship between Site Sustainability Factors and Local Plan Review Sustainability Objectives

Local Plan Review Sustainability Objectives		Site Sustainability Factor										
		A	B	C	D	E	F	G	H	I	J	K
		Access to services	Community and social	Economy A: Business	Economy B: Food production	Flood risk	Heritage	Highways and Transport	Landscape and Amenity	Natural Environment	Infrastructure, Pollution & Waste	Climate Change
1	Minimise the irreversible loss of undeveloped Greenfield land, agricultural (Best Most Versatile 1-3) land and productive agricultural holdings				Strong		Moderate		Strong	Strong		Moderate
2	Limit water consumption to levels supportable by natural processes and storage systems					Moderate				Strong	Strong	Moderate
3	Maintain, restore and enhance the natural environment and sites designated for biological and geological interest								Moderate	Strong		Moderate
4	Maintain and enhance the range, functionality and connectivity of characteristic habitats and species								Moderate	Strong		
5	Avoid damage to protected sites and historic buildings			Moderate			Strong		Moderate			
6	Maintain and enhance the diversity and distinctiveness of landscape and townscape character						Strong		Strong	Moderate		
7	Create places, spaces and buildings that work well, wear well and look good	Moderate	Moderate	Moderate		Moderate	Moderate	Moderate	Moderate		Moderate	Moderate
8	Reduce pollution and GHG emissions that affects the quality of land, air, water or soils in the Borough including: noise, light, vibrations. Mitigate GHG emissions by moving towards sustainable transport systems and reducing the reliance on fossil fuel-based vehicles	Moderate						Moderate /Strong	Strong	Strong	Strong	Strong

9	Minimise waste production, reduce the use of non-renewable energy sources and support the recycling of waste products	Moderate								Moderate	Strong	Strong
10	Minimise vulnerability and provide resilience and adaptation to climate change, taking account of flood risk and coastal change		Moderate	Moderate	Moderate	Strong		Moderate			Moderate	Strong
11	New development should be designed to be better adapted to climate change and flood risk		Moderate	Moderate		Strong			Moderate	Moderate	Moderate	Strong
12	Maintain and enhance human health		Strong									Moderate
13	Reduce and prevent crime, and reduce the fear of crime		Strong									
14	Improve the quantity and quality of Green Infrastructure, publicly accessible open space, Public Rights of Way and access	Strong	Strong						Strong			Strong
15	Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	Strong		Moderate								Moderate
16	Redress inequalities related to age, gender, disability, race, faith, location and income	Strong	Strong									
17	Ensure all groups have access to decent, appropriate and affordable housing	Moderate	Strong						Strong			Moderate
18	Encourage and enable the active involvement of local people in community activities		Strong									Moderate
19	Help people gain access to satisfying work appropriate to their skills, potential and place of residence		Strong	Strong								
20	Improve the efficiency, competitiveness and adaptability of the local economy			Strong								

Appendix D: Scoring Criteria

Site Sustainability Factor											
Sustainability Impact Score	Access to services	Community and social	Economy A: Business	Economy B: Food production	Flood risk	Heritage	Highways and Transport	Landscape and Amenity	Natural Environment	Infrastructure, Pollution & Waste	Climate Change
Highly Positive ++	Top scoring in assessment – good access to a wide range of services	Strong community support. The community benefits from the site i.e. housing/mixed communities/ equality/ facilities	Highly positive permanent contribution to the economy, jobs, business opportunities				Site would deliver better transport links for the community		Improves natural environment	Site is for local or national infrastructure	Strong emphasis on green design and proof of new development taking a strong lead in adapting and mitigating climatic impacts
Positive +	Mid scoring in assessment – good access to a range of services	Overall favourable community support or, if no comments received – the community benefits from the site i.e. housing/mixed communities/ equality/ facilities	Overall positive contribution to the economy, jobs, business opportunities	Grade 6 Urban / Previously developed land / Non-agricultural	Flood Zone 1	Proven to enhance heritage	Identifiable access, NCC Highways Authority preferred site(s) for settlement	Site will improve the landscape / townscape / amenity e.g. replacing an eyesore	Contributes to natural environment		Positive contribution to new development taking place on brownfield sites, implementing high quality/green design which will help reduce GHG emissions
Neutral O		No comments received. Site would deliver minimal benefits to the community	Site would deliver minimal/no real benefit to the economy	Grade 4 or 5		No heritage impact		Site is unlikely to have either an overall positive or overall negative on the landscape / townscape – it will fit in with surrounding development	No impact		Site would deliver minimal requirements on addressing climate change

Positive/ Negative +/-		Strong community objection but site could deliver benefits i.e. housing/mixed communities/ equality/ facilities		Part of the site Grade 4 or 5 and part of the site Grade 3	Part Flood Zone 1 and part Flood Zone 2 or3						Strong community/political objection but the site shows a strong emphasis on green design and reducing climatic issues
Unknown ?		Unknown Impact	Unknown Impact	Unknown grade	Unknown zone	Unknown impact	Unknown if access can be achieved	Unknown Impact	Unknown Impact	Unknown Impact	Unknown impact on climate change and reducing the boroughs current emissions
Dependant on Implementation #	Development is of a scale that could deliver a greater range of service	Site details negotiable - may deliver some community benefits	Site details still negotiable, may deliver some employment mixed/uses			Within or immediately adjacent to Conservation Area	Site suitable subject to safe access etc.(NCC Highways Authority)	Potential negative impacts but this could mitigated through the design of the scheme	Potential negative impact which could be mitigated	Some minor issues identified but also solutions provided	Site details still negotiable. Potential positive or negative impact on reducing climatic impact within the borough
Negative X	Poor scoring in assessment – poor access to a range of services	Some community objection – the scheme delivers minimal benefits	Overall negative impact to the economy, jobs, business opportunities	Grade 3	Flood Zone 2		Inadequate footpath to the school/general y disliked by NCC Highways Authority	Site likely to have a negative impact on the landscape/ townscape/ Amenity	Likely negative impact on species/ biodiversity	Generally negative comments from infrastructure providers	Likely to have a negative impact on dropping the borough GHG emissions and contributing to reducing climate change issues such as flood risk
Highly Negative XX	No walking / cycling access to services	Strong community objection – the scheme will not deliver wider benefits to the community	Highly negative permanent contribution to the economy, jobs, business opportunities	Grade 1 or Grade 2	Flood one 3/ Tidal Hazard Zone	Irreversible loss of heritage asset or permanent negative impact on setting	Problems with access cannot be overcome	Site likely to have a significant impact on the landscape / townscape which is virtually impossible to avoid	Significant adverse impact on major designation	Significant constraints to delivery identified by infrastructure providers	Significant adverse impacts on climate change which will not contribute to adapting or mitigating GHG emissions. Flood risks issues or improving the boroughs sustainability