



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



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

(Draft Interim Report)

January 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, potential 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 on the full list of sites and locations, identified as potentially suitable and deliverable for accommodating the required GTTS need. The consultation is seeking views on the proposed strategy for accommodating GTTS needs in the Borough, individual site proposals and supporting policies. The information contained in this report will be used to assess how the proposals contribute to the objective of achieving sustainable development.

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 97 and within the first 5-years being reduced from and 76 to 71. 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 As outlined in the consultation report, 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.
- 2.4 This report aims to assist the Council in the decision-making process to assess which sites are most appropriate within the available land in Kings Lynn and West Norfolk. The SA assessment presented within this report will inform and influence the preparation of the Local Plan to maximise sustainability value.

3. Sustainability Appraisal Method

- 3.1 The purpose of this addendum report is to provide an appraisal of the potential GTTS site proposals 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.

⁵ <https://www.legislation.gov.uk/uksi/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)

- 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 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 potential 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 need (71 out of 97 pitches; 73%) is required within the next five years; i.e. by 2028). The Council anticipate that the majority of the first five-year requirements could be met on 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 correct locations, 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 new site allocations 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 To understand whether the identified needs can be met through the intensification of existing sites, the Council has undertaken a site assessment for all existing Gypsy, Traveller and Travelling Showpeople sites/ yards across the Borough (ADD LINK). This has looked at all known planning constraints such as highways access, flood risk and access to local services. It has then identified whether sites are available, suitable and deliverable for further development. Due to the nature of these sites and because the needs are arising from existing individual sites/specific locations, the Council has included those sites for consultation, as exceptions that would normally be discounted on suitability grounds. 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 cases where there is little likelihood that constraints can be suitably mitigated, then alternative locations (Broad Locations) will be put forward as allocations. The Council are also consulting on these broad locations (or extensions) as well as the potential sites.
- 4.5 The Council have assessed all existing Gypsy, Traveller and Travelling Showpeople's sites and have shortlisted and discounted 46 sites from future development at this time. The reasons why sites have been discounted are set out in the Site

Assessment Document, but it is largely due to the availability, suitability or deliverability of these sites, that do not present the possibility of mitigating constraints.

- 4.6 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, 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.

5. Gypsy, Traveller and Travelling Showpeople Proposed Policies

- 5.1 In the following section the proposed 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 proposed Policy A, sets out the potential 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 / Resonable 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 Proposed Allocated Site Options

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 potential sites put forward as allocations. This document does not consider sites that have been previously discounted by the Site Assessment Document, although the latter will be subject to consultation alongside the Potential Sites and Policy Consultation Document and this interim SA report. 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. As also noted in the consultation, the proposed number of pitches is indicative at this stage.

Proposed Sites for Intensification

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	+/-	+	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. The site lies within flood risk zone 2 and 3, 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. Development of this site is likely to have positive community impact (as there is existing Gypsy and Traveller residents). Neutral impact is likely 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 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	+/-	+	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 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. The site lies within flood risk zone 2 and 3, 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 flood mitigation. Development of this site is likely to have positive community impact to meet housing need (and there is existing Gypsy and Traveller residents). Neutral impact is likely 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>
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SITE GT17											
Location						Proposed No Pitches					
Land at the Lodge, Small Lode, Upwell						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/#	?/#
Summary	<p>As the site is located approx. 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 (as there is an existing Gypsy and Traveller site). Neutral impact is likely on 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.</p>										

SITE GT18											
Location						Proposed No Pitches					
Land at 2 Primrose Farm, Small Lode, Upwell						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	?	XX	O	O	O	#	o/#	?/#
Summary	As the site is located approx 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. The site lies predominately within flood risk zone 2 and 3, 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 flood mitigation. Development of this site is likely to have positive impact on community (as there is an existing Gypsy and Traveller site), business economy and landscape and amenity. 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	O	O	O	O	#	o/#	?/#
Summary	The site scores positively in terms of access to services as it is located approx 500-600m to facilities and employment opportunities. There is existing highways access. Development of this site is likely to have neutral impact on flood risk (level 1), economy, 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.										

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	X	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 approx. 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, measures could be taken to mitigate this risk and a flood risk assessment will be required. 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	#	o/#	?/#
Summary	<p>As the site is located approx 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). Neutral impact is likely on 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.</p>										

SITE GT34											
Location						Proposed No Pitches					
Land at Creaksville, The Common, South Creak, 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/#	#	#	o/#	?/#
Summary	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 may not have significant impact. 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. There is likely to be neutral impact on 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 GT35											
Location						Proposed No Pitches					
Land at Green Acres						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/#	?/#
Summary	As the site is located approx 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, delivering housing need (and there is an existing Gypsy and Traveller site). Neutral impact is likely on 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 GT39											
Location						Proposed No Pitches					
Land at Oak Tree Caravan Park, The Common, South Creake						3					
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/#	?/#
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 existing highways access. There is also existing Gypsy and Traveller occupation, which will contribute to a positive impact in terms of delivering housing need. There is likely to be neutral impact on 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.</p>										

SITE GT42											
Location						Proposed No Pitches					
Land at Red Barn, Cowles Drove, Hockwold cum Wilton						3					
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 an existing access 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 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 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						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 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 parallel 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, Wiggenhall St Mary Magdalen						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	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 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	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 minimal impact. 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. The site is located within an area of dense vegetation; however the existing site area is already established within the plantation.										

Formalisation of existing pitches:

SITE GT09											
Location						Proposed No Pitches					
The Stables, 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	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 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. The site lies within flood risk zone 2/3, 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. 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.										

SITE GT33											
Location						Proposed No Pitches					
Land Next to Clydesdale, Biggs Road, 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	o/#	?/#
Summary	As the site is in quite a remote location, away from the 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 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, however there is an existing strong boundary of trees to screen any further development on the site.										

SITE GT43											
Location						Proposed No Pitches					
Homefield, Common Rd South, Walton Highway						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	o/#	x/#
Summary	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 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. The site lies within flood risk zone 2/3, 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. 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.										

SITE GT59											
Location						Proposed No Pitches					
Spriggs Hollow, Wiggenhall St Mary Magdalen						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	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 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 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.										

Newly proposed site allocations:

SITE GTRA(B)											
Location						Proposed No Pitches					
Land at Station Road, West Dareham						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	X	+/#	O	O	O	O	O/#	#	#	XX	?/#
Summary	Although the site is located approx 800m from the bus stop, providing links to Downham Market, Thetford and Brandon, the site has a remote location from the nearest services and does not support walking or cycling. Access to the highway is possible with clearing existing vegetation. The site also presents challenges in terms of saturation levels of the land and the safe and effective use of a septic tank, therefore infrastructure and waste is scored highly negative. 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. With effective mitigation, there should be limited harm to wildlife; however, given the potential impacts on protected species further ecological assessment is required to determine impacts and suitable mitigation. Landscape and amenity, 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 GTRA(C)											
Location						Proposed No Pitches					
Land to the West of Country Park Travellers Site Wheatley Bank, 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	X	+/#	O	O	XX	O	O	O	O	o/#	?/#
Summary	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 existing vehicle access to 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; however, approval will not be granted without sufficient mitigation and impacts should be minimal, dependent on implementation of suitable mitigation. 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. 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 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.										

Travelling Showpeople proposed sites:

SITE GT25											
Location						Proposed No Pitches					
Land at the Oaks, Mill Drove, Northwold TSP						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	Although the site is located approx 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, 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.										

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 approx 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>										

SITE GT67											
Location						Proposed No Pitches					
Land at Llamados - Syderstone Travelling Showpeople						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 over 1200m away from the nearest key services with no walking or cycling provision. A bus stop is located adjacent to the site, providing links to Fakenham, and approx 1000m away, bus services are also available to Wells-next-the-Sea and Wicken Green. There is existing vehicle access onto the highway. 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. 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>										

Proposed broad locations for growth / extension to existing sites

SITE GT17											
Location						Proposed No Pitches					
Land to the rear of The Lodge, 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	O	O	O	O	O	#	o/#	?/#
Summary	As the site is located approx 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 the existing Gypsy and Traveller site). There is likely neutral impact on 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 GT18											
Location						Proposed No Pitches					
Land to the rear of 2 Primrose Farm, Small Lode, Upwell						8					
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/#	x/#
Summary	As the site is located approx 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. The site lies predominantly within flood risk zone 2 and 3, 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. Development of this site is likely to have positive impact on community, delivering housing need (and there is an existing Gypsy and Traveller site). Neutral impact is likely on business 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 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 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	X	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 approx. 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, measures could be taken to mitigate this risk and a flood risk assessment will be required. 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 GT37											
Location						Proposed No Pitches					
Land to the rear of Green Acres, Small Lode, Upwell						7					
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	<p>As the site is located approx 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 from adjacent land, approval will need to be agreed. Development of this site is likely to have positive impact on community as this has potential to meet housing need adjacent to existing Gypsy and Traveller occupants. Neutral impact is likely on economy, flood risk (level 1) 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 GT38											
Location						Proposed No Pitches					
Land to the rear of Green Acres, Small Lode, Upwell						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	X	+	O	O	O	O	o/#	o/#	#	o/#	?/#
Summary	<p>As the site is located approx 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. This will also contribute to a positive impact in terms of delivering housing need in close proximity to existing occupants. There is existing vehicle access onto the highway from adjacent land, approval will need to be agreed. Development of this site is likely to have neutral impact on economy, flood risk (level 1) 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 F3.1											
Location						Proposed No Pitches					
Land at Wisbech Fringe Strategic Allocation						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	++	+/-	O	XX	O	O	#	#	O	o/#	?/#
Summary	<p>This site is an existing allocation in the submitted Local Plan, allocated for 550 dwellings. As an extension to Wisbech, the site has good access to services located south of Walsoken. The site is currently in use for agriculture and therefore would have negative impact in terms of the loss off land and therefore related economic impact. Access to the site is proposed to the east (via Broad End Road), which will require improvements to A47 junction. Further access to the north and west will create good linkages to key services supporting active travel and public transport accessibility. The specific location of the GT pitches within the wider site boundary isn't known at this stage so walking distances cannot be determined. Development of this site is likely to have neutral impact on flood risk (level 1), heritage and community. Implementation, based on the masterplan to accompany the strategic development site will be important to ensure impact on landscape and amenity, natural environment, infrastructure and climate change are minimal.</p>										

7. Summary

- 7.1 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 Assessment⁷, to ensure the legal requirements of the Equality Act are correctly met.
- 7.2 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 of 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. This document and proposed mitigation measures are subject to consultation (alongside this interim SA report); therefore, the assessment scoring could be reviewed at the next stage of the process if confirmation of suitable mitigation is provided.
- 7.3 As the list of sites assessed are subject to consultation and preferred options have not been selected at this stage, the cumulative impacts have not been determined.

8. Next Steps

- 8.1 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 undergo a 6-week public consultation period

⁷ [\(Public Pack\)Agenda Document for Local Plan Task Group, 08/01/2024 09:30 \(west-norfolk.gov.uk\)](#) (p19-30)

between January and March 2024. This SA Report will undergo a focused consultation alongside the 'Gypsy, Traveller and Travelling Showpeople Potential Sites and Policy Consultation' document.

- 8.2 Following the consultation period, responses will be considered by the Council to inform the emerging Local Plan as the examination stage progresses.

9. 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 holdings2. 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 interest4. 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

Topics	Local Plan Review Sustainability Objectives	SEA Environmental Effect 'Issues'
Landscape and Townscape	<p>5. Avoid damage to protected sites and historic buildings</p> <p>6. Maintain and enhance the diversity and distinctiveness of landscape and townscape character</p> <p>7. Create places, spaces and buildings that work well, wear well and look good.</p>	<ul style="list-style-type: none"> • Material assets • Cultural heritage including architectural and archaeological heritage • Landscape
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>

Topics	Local Plan Review Sustainability Objectives	SEA Environmental Effect 'Issues'
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
Economic Activity	<p>19. Help people gain access to satisfying work appropriate to their skills, potential and place of residence</p> <p>20. Improve the efficiency, competitiveness and adaptability of the local economy</p>	<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

Sustainability Impact Score	Site Sustainability Factor										
	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