

Revision Schedule

Draft Sustainability Appraisal Report – Appendices March 2009

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Appendix 1: Appraisal Matrices

Key Assumptions

Screened out / in. Given that some of the more significant spatial elements of the plan, it is worth looking at the SA Framework to see which objectives can be screened out as not being linked to the policies being appraised.

x	Objective not linked	++	Strongly positive effect	+	Positive effect	-	Negative effect	--	Strongly negative effect	?	Uncertain effect	0	Insignificant effect	✓	Occurs in this timescale
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Gypsies and Travellers - Options

Gypsies and Travellers

The Government has made clear that it views this issue as an integral part of the wider housing agenda to tackle affordability and homelessness issues. The Partial Review will set out separate figures for Gypsies & Traveller for each district, on the required provision (number of pitches). The Partial Review of RSS will be informed by the results of a series of Gypsy and Traveller Accommodation Assessments (GTAA's) undertaken in the region. The North West GTAA identifies total additional residential need for each sub-region. In addition the GTAA identifies need for the development of a number of transit pitches in order to cater for the seasonal increases in travelling needs of the Gypsies and Traveller population.

However these figures should not be interpreted directly into the policy provision of pitches across the region. The methodology used in the GTAA's was based on CLG guidance and best practice. This has been done on a 'need where it is seen to arise' basis. Thus findings reflect the historical inequalities in pitch provision. Therefore, there is a tendency when the need for additional accommodation is assessed, for the needs assessment to further compound existing inequalities in site provision. For example, authorities which already provide Gypsy and Traveller accommodation (publicly or privately) are assessed as having greater need for additional pitch provision than authorities with little or no pitch provision.

SA Objective	Option A) Use the results from the studies to distribute new provision	Option B) Modify (a) to ensure a minimum level of pitch provision in every district	Option C) Work to agree a more balanced share of meeting need across districts	Comments
1. To reduce the disparities of sub-regional economic assemblies	0-	0+	0+	Effects are unlikely to be significant. However, if authorised Gypsies and Traveller sites are concentrated in a part of the region that already suffers from economic deprivation then this could potentially act, to a small degree, to perpetuate economic problems and hinder efforts to achieve economic regeneration.
2. To exploit the growth potential of business sectors	x	x	x	Gypsies and Travellers will have no effect on the growth potential of key economic sectors at the regional scale.
3. To develop and market the region's image	0-	0?	0+	If authorised Gypsies and Traveller sites are concentrated in one authority (Option A) then the image of that authority could suffer. However, it is unlikely that this effect would be significant at the regional scale. A balanced spread of sites

				<p>(Option C) would certainly ensure that the image of the region or authorities does not suffer. Option B is an intermediary between A and C in terms of the balance of Gypsies and Travellers in the region.</p> <p>Option B and Option C, could have the potential to increase the number of unauthorised pitches, and unauthorised pitches are more likely to impact upon local environmental quality. However, this effect is uncertain and would be localised.</p>
4. To deliver urban renaissance	0?	0?	0?	<p>These options do not determine exact locations and so it is unlikely that there will be any significant effects in terms of this SA Objective. However, concentrating authorised sites (Option A) in an authority that has a trend of towns in need of urban renaissance could hinder such renaissance to a very minor degree. At the same time, however, Option B and Option C, could have the potential to increase the number of unauthorised pitches, and unauthorised pitches are more likely to impact upon local communities and economies.</p>
5. To deliver rural renaissance	0-	0+	0+	<p>These Options do not determine exact locations and so it is unlikely that there will be any significant effects in terms of this SA Objective. However, concentrating authorised sites (Option A) in an authority that is characterised by rural villages and service centres in need of renaissance could have the effect of hindering renaissance to a very minor degree. In particular Gypsies and Travellers have the potential to put additional strain on services and facilities in small rural settlements.</p>
6. To secure economic inclusion	+	-?	-?	<p>It must be assumed that in some instances Gypsies and Travellers will have chosen to live where they live for economic reasons. Options B and C promote distributing Gypsies and Travellers to parts of the region other than where they have chosen to live currently. This could, in theory, have negative effects on the economic fortunes of the Gypsy and Traveller community. In practice, however, Gypsies and Travellers may be less economically tied to a certain area than members of the settled population or indeed members of the Travelling Showpeople community.</p> <p>Redistributing Gypsies and Travellers across the region in a 'balanced' fashion, as promoted by Option C, could have a particularly significant effect. However, this could be mitigated by the fact that Option C promotes consultation with the Gypsy and Traveller community.</p>
7. To develop and maintain a healthy labour market	0?	0?	0?	<p>The distribution of Gypsy and Traveller pitches will have no significant effect on the labour market at the regional scale.</p> <p>In terms of the effects on participation and attainment in education amongst</p>

				<p>Gypsies and Travellers, this will depend, primarily, on the proportion of Gypsies and Travellers living in authorised sites. Authorised sites will tend to be located where there is adequate access to education. Furthermore, Gypsies and Travellers living on authorised sites will be more likely to settle in one place for a longer period of time.</p> <p>However, there are other complicating factors that determine whether Gypsy and Traveller children are likely to attend and perform well at school such as the degree to which they are bullied and accepted more generally. These factors will be related to the perception of Gypsies and Travellers amongst the local settled community. It is likely that Option C, and to a lesser extent Option B would be most likely to promote good relations between the two communities.</p> <p>The overall result is that none of the options are guaranteed to have a significant effect, and any effects are very uncertain.</p>
<p>8. To reduce social exclusion</p>	<p>?</p>	<p>?</p>	<p>?</p>	<p>Option C suggests that it can successfully lead to increased social cohesion through determining the distribution of Gypsy and Traveller pitches through “working with sub-regional partnerships and the Gypsy & Traveller Community [to] agree a more balanced share of meeting need across districts.”</p> <p>It is expected that the benefits described would primarily come as a result of improved chances for successful integration between the settled and Gypsy and Traveller communities. This is in contrast to Option A, which could perpetuate or worsen poor relationships between the two communities in the parts of the region where Gypsies and Travellers are concentrated.</p> <p>However, it is also important to consider the importance of cohesion within the Gypsy and Traveller community, as this will be a major factor in determining whether they suffer from the effects of exclusion from the wider community. It is possible that enforcing a ‘more balanced’ distribution across the region could result in social networks between Gypsy and Traveller families being stretched to breaking point, as families make the tough decision to move further away from one another in order to access a pitch on an authorised site. This effect would occur under Option B and C.</p>
<p>9. To reduce the need to travel improve choice of use and use of sustainable transport modes</p>	<p>0+</p>	<p>0-</p>	<p>0-</p>	<p>A significant factor considered by Gypsies and Travellers when determining where they live is seasonal and more regular travel patterns. Promoting a distribution of Gypsies and Traveller pitches other than that which results from identified need could increase travel distances. However, it is important to remember that this effect will be felt by Gypsies and Travellers in terms of the distance they need to travel, but in terms of effects on total road travel (the concern of this SA Objective) effects will not be significant.</p>

<p>10. To improve health and mental health and reduce health inequalities</p>	<p>0+</p>	<p>0-</p>	<p>0-</p>	<p>The scale of health inequality between the Gypsy Traveller population and the UK general population is large, with reported health problems between two and five times more prevalent. Accommodation was the overriding factor, mentioned by every respondent, in the context of health effects. Issues include security of tenure, access to services and ability to register with a GP, support and security of being close to extended family, a non-hazardous environment and the notion of freedom for the children.</p> <p>In general, it is assumed that under any of the options Gypsies and Travellers will be accommodated in good living environments. If this is achieved and maintained it will contribute to health improvement: health practitioners cite a range of health issues experienced by Gypsies and Travellers “that are attributed partly to adverse environmental conditions: accidents, gastro-enteritis, upper respiratory infections and otitis media”¹. Poor access to health care services is a factor in poor health outcomes for Gypsies and Travellers. Travellers face discrimination in access to health care², this can arise as a result of NHS staff prejudice³ and is also associated with enforced mobility⁴.</p> <p>However, Option B and Option C could result in a higher number of unauthorised pitches. Gypsies and Travellers living in unauthorised pitches are less likely to have good access to health and social care, education and other services and more likely to experience tension with the settled communities. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a ‘need where it arises’ approach. This may be detrimental to good access to services, to the ability to live close to extended family and to relations with the settled community. It is possible that adverse effects could be mitigated by the approach of “working with the Gypsy and Traveller community” promoted by Option C. This approach should be integral to each option and it requires long-term commitment of proper resources.</p>
<p>11. Improve access to good quality affordable and resource efficient housing</p>	<p>+</p>	<p>?</p>	<p>?</p>	<p>All options promote the same number of Gypsy and Traveller pitches. However, it could be debated whether Options B and C promote pitches in locations where they will be suitably accessible to Gypsies and Travellers. Option C promotes a distribution that is significantly different to that which would be delivered through a ‘need where it arises’ approach, and so could have significant effects on Gypsy</p>

¹ Parry,G., Van Cleemput, P., Peters, J., Walters, S., Thomas, K., Cooper, C. Health status of Gypsies and Travellers in England. Journal of Epidemiology and Community Health 2007; **61**: 198-204

² Lynch, E. Travellers’ Tales. Nursing Standard June 21 vol 20 no 41 2006

³ Bowers, J. Travellers’ Tales. Health Service Journal 16 December 2004

⁴ Webster,L. A report for the Children’s Society on the impact of the Criminal Justice and Public Order Act on the lives of Travellers and their children. 1995

				and Traveller communities. However, this effect will be mitigated, to a degree, through working with the Gypsy and Traveller community to determine sub-regional allocations.
12. To reduce crime, disorder and the fear of crime inequalities	-	+	++	<p>Gypsies and Travellers sites can, in many instances, generate a fear of crime amongst the local settled community. The degree of fear is likely to be correlated to the number of Gypsy and Traveller pitches and sites in the vicinity. It is unlikely to be strongly correlated to whether sites are authorised or unauthorised, although over time there is the potential for fear of crime to decrease if integration between the two communities leads to mutual understanding, which is more likely to occur with authorised sites. It is also important to consider that Gypsies and Travellers can be the victim of crime in areas where there is animosity towards them.</p> <p>Relative to Option A, Option C is certain to promote acceptance and understanding of Gypsies and Travellers by the settled community. This has the potential to reduce fear of crime amongst the settled and Gypsy and Traveller communities.</p> <p>There might be the potential for fear of crime (negative effects) associated with authorised sites to decrease over time.</p>
13. To enable groups and communities to contribute to decision making	?	-	?-	<p>Option C promotes consultation with the Gypsy and Traveller community, but at the same time it is not clear that this would be effective in terms of ensuring all Gypsies and Travellers have a voice and a say in where pitches are located. Furthermore, Option C starts from the premise that there will be a 'balanced' distribution throughout the region, and so it might be the case that any further decisions on sub-regional allocations are concerned with fine-tuning allocations only.</p> <p>Option A promotes a distribution determined by a 'need where it arises' approach, and so it is deemed that it takes accounts of the identified needs and wishes of the Gypsy and Traveller community in the decision as to how pitches should be distributed.</p> <p>Option B promotes a distribution of pitches other than that which would meet the needs of the Gypsy and Traveller community, and states nothing about involving them in decisions about the exact redistribution.</p>
14. To develop strong and positive relationships between people from different backgrounds and communities?	-?	?	+?	<p>It is likely that a more balanced distribution of Gypsies and Travellers would reduce the net animosity felt towards them by the settled community and so there would be greater potential for positive relationships to develop between the two communities.</p> <p>However, in terms of this SA Objective it is also important to consider that Options B and C have the potential to generate unauthorised pitches. A harmonious</p>

				<p>relationship between the two communities is much less likely where Gypsies and Travellers live in unauthorised pitches.</p> <p>Option C could be more likely to generate unauthorised pitches than Option B because it promotes a distribution of pitches that differs greatly from that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Gypsy and Traveller community" promoted by Option C.</p>
15. To improve access to basic goods, services and amenities for all groups	0+	0-	0-	<p>In general, it is assumed that under any of the options Gypsies and Travellers will be accommodated at sites in close proximity to services and facilities and some services and facilities will be provided on-site.</p> <p>However, Option B and Option C could result in more unauthorised pitches. Gypsies and Travellers living in unauthorised pitches are more likely to suffer from poor access to services and facilities. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. This effect could be mitigated by the approach of "working with the Gypsy and Traveller community" promoted by Option C.</p>
16. To protect, enhance and manage the Region's rich diversity of cultural and built environmental and archaeological assets / To protect places, landscape and buildings of historic, cultural and archaeological value.	0?	0?	0?	<p>The concentration of Gypsies and Travellers in a particular area (Option A) could have a cumulative effect on the landscape character of that area, although the effect would be far less likely if Gypsies and Travellers are accommodated in authorised sites as opposed to unauthorised sites.</p> <p>Option B and Option C could result in more unauthorised pitches. Unauthorised pitches are more likely to impact upon local landscapes. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Gypsy and Traveller community" promoted by Option C.</p> <p>It is impossible to say that authorised sites, even acting cumulatively, can impact upon a particular landscape. Furthermore, it is impossible to say that the number of unauthorised pitches that could be generated by Options B and C would be enough to have a significant effect on any particular landscape. Therefore effects are judged as insignificant and uncertain.</p>
17. To protect and enhance the biodiversity, local character and accessibility of the landscape across the region	0?	0?	0?	<p>The concentration of Gypsies and Travellers in a particular area (Option A) could have a cumulative effect on the landscape character and biodiversity of that area, although the effect would be far less likely if Gypsies and Travellers are accommodated in authorised sites as opposed to unauthorised sites. Authorised sites could have an impact on biodiversity if horses are kept by the Gypsies and</p>

				<p>Travellers, and grazed in inappropriate locations.</p> <p>Option B and Option C could result in more unauthorised pitches. Unauthorised pitches are more likely to impact upon local landscapes and biodiversity. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Gypsy and Traveller community" promoted by Option C.</p> <p>It is impossible to say that authorised sites, even acting cumulatively, can impact upon a particular landscape or biodiversity value at the regional scale. Furthermore, it is impossible to say that the number of unauthorised pitches that could be generated by Options B and C would be enough to have a significant effect on any particular landscape or biodiversity at the regional scale. Therefore effects are judged as insignificant and uncertain.</p>
<p>18. To protect and improve local environmental quality</p>	<p>0+</p>	<p>0-</p>	<p>0-</p>	<p>Unauthorised sites can have significant negative effects on local environmental quality. Negative effects will be much less likely to result from authorised sites, and for the purposes of this assessment it is assumed that such effects would be negligible.</p> <p>Option B and Option C could result in more unauthorised pitches, which are more likely to impact upon local environmental quality. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Gypsy and Traveller community" promoted by Option C.</p> <p>Effects will be localised and the magnitude of the effect means that effects will not be significant at the regional scale.</p>
<p>19. To protect and enhance the viability of endangered species, habitats and sites of geological importance/ to protect and enhance biodiversity.</p>	<p>0+</p>	<p>0-</p>	<p>0-</p>	<p>Unauthorised sites have the potential to impact upon designated biodiversity. However, the effects of these options is unlikely to be significant as the majority of effects will be determined by decisions on the specific locations of sites.</p> <p>Option B and Option C could result in more unauthorised pitches, which are more likely to impact upon designated biodiversity. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Gypsy and Traveller community" promoted by Option C. . The effects of any one of these options is unlikely to be significant as the majority of effects will be determined by decisions on the specific locations of sites.</p>

20. To protect and improve the quality of inland and coastal waters	x	x	x	No effect
21. To protect and improve air quality	x	x	x	Gypsies and Travellers are heavily reliant on transport by private car, but none of these options will have any effect on air quality.
22. To restore and protect land and soil	x	x	x	Unauthorised pitches have the potential to impact upon land and soil, but this effect is considered as part of the assessment against SA Objective 24.
23. To mitigate and adapt to climate change	0+	0-	0-	Options B and C could result in Gypsies and Travellers living in areas where they would not choose to otherwise live, with the effect that net distances travelled by private car could increase. However, effects in terms of climate change are not likely to be significant.
24. To ensure the prudent use of natural resources and the sustainable management of existing resources	0+	0-	0?	Option B and Option C could result in more unauthorised pitches, which are more likely to make inefficient use of land. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Gypsy and Traveller community" promoted by Option C.
25. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	x	x	x	No effect
26. To manage waste sustainably, minimise waste, its production and increase reuse, recycling and recovery rates/ to minimise waste production and increase re-use, recycling and recovery	x	x	x	Waste is less likely to be managed in a sustainable and efficient pattern at unauthorised sites, although these effects will have no significant effect in terms of this SA Objective.
Summary	It is worth considering Options A and C only as, if the choice were between just these two options, there would be a number of important sustainability trade-offs to consider. Option A promotes allocating pitches throughout the region on a 'need where it arises' basis. Currently, Gypsies and Travellers are not evenly spread throughout the region (although they are spread more evenly throughout the region than is the case			

for Travelling Showpeople). Option A will reinforce this unequal distribution, whilst Option C will distribute new pitches for Gypsies and Travellers throughout the region in a more 'balanced' fashion.

It is likely that there would be benefits for local communities to the approach promoted by Option C. In particular, benefits would be felt in those parts of the region that currently have a high concentration of Gypsy and Traveller pitches as these areas would avoid any further concentration of pitches (as is promoted by Option A). A high concentration of Gypsy and Traveller pitches could generate some negative sustainability effects that would impact upon the receiving environment, community or economy. A particularly significant effect is worsening social relations between the Gypsy and Traveller community and the settled community in the area, signified for example, in concerns about crime levels.

It is important to consider that many effects felt by the receiving environment and settled community in the vicinity of Gypsy and Traveller pitches may be insignificant or non-existent if pitches are authorised as it can be assumed that authorised pitches are sensitively located. Furthermore, any negative effects associated with new authorised sites have the potential to decrease over time, as it is more likely that there will be the potential for harmonious relationships and cultural understanding to develop between the settled and Gypsy and Traveller communities.

For these reasons, it is difficult to predict with any certainty negative effects on the environment or non travelling economy / community associated with Option A (or benefits associated with Option C) because there might be the possibility that Option C could lead to an increase in the number of unauthorised pitches. However, it is difficult to predict with any certainty whether this will occur as evidence does suggest a strong preference for permanent pitches, with a preference for authorised sites, a resort to privately owned unauthorised sites where an authorised pitch cannot be obtained and a final resort to unauthorised encampments. Gypsies and Travellers are currently more dispersed around the region than is the case for Travelling Showpeople, and so it might be suggested that promoting a *more* balanced dispersal would be something that Gypsies and Travellers find acceptable, although this suggestion needs to be confirmed with hard evidence. The potential for unauthorised pitches remains uncertain, but what is certain is that unauthorised pitches are much more likely to negatively impact upon the receiving environment, economy and communities

It might also be argued that perpetuation of the current uneven balance may not be in the interests of the Gypsy and Traveller community in terms of their equal access to services and opportunities. Option C states that it:

"would see pitch provision distributed to meet the requirements for Gypsies and Travellers, so that they had

the same chance to enjoy equal (or comparable) access to services and facilities, social and economic opportunities, as the settled community, and thus contribute towards community cohesion and sustainable communities.”

However, it is not clear that promoting an even distribution of Gypsy and Traveller pitches, as opposed to a distribution of new pitches that mirrors the current distribution, would directly result in increased access to services and opportunities. This is because the number of Gypsies and Travellers within a given area will always be relatively small in comparison to the settled community, even if the number of Gypsies and Travellers in an area were to increase (Option A). However, the key point in terms of increasing access to services and opportunities is that new pitches must come forward quickly and in areas where there are acceptable relations between the Gypsy and Traveller and settled communities. If Option C is the Option most capable of delivering new pitches in this fashion then its major benefit will be the fact that it will address one of the key sustainability issues related to Gypsies and Travellers, namely access to services and opportunities.

Option C promotes working with the Gypsy and Traveller community to determine the exact regional allocation. However, it also promotes starting from the premise that pitches will be distributed in a ‘balanced’ fashion, and so it is questionable whether any further decisions still to be made will represent anything other than fine-tuning of sub-regional allocations. Option C, to be successful, would need to be achieved via genuine engagement with individual Gypsy and Traveller families, including hidden households, as well as via identification of sites that do provide access to services and facilities. This would require strong co-operation between sub-regional authorities and would need to proceed on the basis of an agreement of how to determine what is considered equitable access to services, facilities, social and economic opportunities. These measures would provide some safeguards against the risk of political negotiations between sub-regional authorities forming the real basis for site allocations under this option.

Option B is an intermediary option, and the sustainability effects predicted for Option B reflect this. It will still require some Gypsies and Travellers to live in parts of the region that are a long-way from where they would ideally choose to live, with the effect that some Gypsies and Travellers could become isolated from the rest of the community. Option B could result in particular potential for effects to be felt by individual families.

In conclusion, Option C, developed and implemented, could achieve a more sustainable outcome for all, but developed and implemented badly, could have damaging effects on the Gypsy and Traveller community.

Recommendations

- 1) Develop the approach by which the statement in Option C would be achieved, in agreement with sub-regional authorities, as the approach, as things stand, could be disadvantageous. In doing so take account of the points raised in the summary of the options assessment.
- 2) Requiring some Gypsies and Travellers to relocate to parts of the region that are a significant distance from where they would ideally choose to live would need to be done with a great deal of precaution to ensure that such families would not become isolated from the wider Gypsy and Traveller community. If Option C is pursued it will be important that a robust strategy is developed for addressing the local political challenges involved in pursuing this approach.

Gypsies and Travellers – Draft Policies

Interim Draft Policy L6 – Scale & Distribution of Gypsy & Travellers Pitch Provision									
Sustainability Appraisal Objectives and sub-criteria	Screened in/out	Key Baseline information	Geographical Scale			Timescale		Cumulative	Commentary
			Intra – regional		Inter - regional	Within plan	Outside plan		
			Urban	Rural					
1. To reduce the disparities of sub-regional economic assemblies									
1a. Will it provide job opportunities in areas with residents most at need	x								
1b. Will it reduce economic disparities within the region and with other UK regions?	x								
2. To exploit the growth potential of business sectors									
2a. Will it increase employment opportunities within the region?	x								
2b. Will it help to diversify the regions economy?	x								
2c. Will it promote growth in key sectors	x								

of the regional economy?									
2d. Will it help to develop the regions knowledge base?	x								
2e. Will it increase the economic benefit derived from the regions natural environment?	x								
3. To develop and market the region's image									
3a. Will it support the preservation and/or enhancement of high quality built, natural and historic environments within the region?	x								
3b. Will it promote the area as a destination for short and long term visitors, for residents and investors.	x								
4. To deliver urban renaissance									
4a. Will it improve economic,	✓		+	+	0	✓	✓	+	As recognised in the background text, there has been persistent issue in

<p>social and environmental conditions in the most deprived areas and most deprived groups?</p>									<p>regard to the shortage of suitable accommodation for the Gypsy and Traveller community. The provision of additional pitches, with the requirement for better access to health, education and employment facilities should alleviate environmental conditions. The identification of the needs of 'hidden' communities and the subsequent additional allowance should allow for the more underrepresented groups within this community to be catered for.</p>
<p>4b. Will it improve quality of the built and historic environment</p>	✓		?	?	0	✓	✓	+	<p>It is difficult to determine the precise nature of this impact given the siting and design of sites will be at the LDD level. However, we believe it is fair to say that given the requirements of Circular 01/2006 and the increased standards enforceable on authorised sites, there should be positive impacts.</p>
<p>4c. Will it improve the quality of public open space?</p>	✗								
<p>5. To deliver rural renaissance</p>									
<p>5a. Will it support rural diversification?</p>	✗								

5b. Will it support and encourage the growth of rural businesses?	✘								
5c. Will it retain and promote the economic growth of market towns?	✘								
5d. Will it retain and promote access to village services?	✘								
6. To secure economic inclusion									
6a. Will it meet the employment needs of local people?	✓		+	+	0	✓	✓	+	<p>Given the specific mention of access to employment it could be inferred that the policy will address this, although it is not obvious.</p> <p>Recommendation: The explicit requirement of employment access to be considered when locating sites.</p>
6b. Will it improve physical accessibility to jobs with the location of sites and/ or public transport links being closer to areas of high unemployment ?	✓		+	+	0	✓	✓	+	<p>Given the specific mention of access to employment it could be inferred that the policy will address this, although it is not obvious.</p> <p>Recommendation: The explicit requirement of employment access to be considered when locating sites.</p>

<p>6c. Will it encourage business start-up especially from women and BME groups?</p>	✓		?	?	0	✓	✓	?	<p>Unknown, particularly the effect amongst other groups. However, there is provision in para. 10 for the identification of sites suitable for mixed use development which may encourage business start-ups.</p>
<p>7. To develop and maintain a healthy labour market</p>									
<p>7a. Will it address the skills gap and enable skills progression?</p>	✓		+	+	0	✓	✓	+	<p>Should have positive impacts due to the locating criteria defined in background text.</p>
<p>7b. Will it increase the levels of participation and attainment in education?</p>	✓		+	+	0	✓	✓	+	<p>Should have positive impacts due to the locating criteria defined in background text.</p>
<p>7c. Will it provide a broad range of jobs and employment opportunities?</p>	✓		+	+	0	✓	✓	+	<p>Should have positive impacts due to the locating criteria defined in background text.</p>
<p>8. To reduce social exclusion</p>									
<p>8a. Will it reduce poverty and social exclusion in those areas and communities most affected? (particularly BME people, LGBT, Faith)</p>	✓		+	+	0	✓	✓	+	<p>Should have positive impacts given the nature of the groups identified in this policy.</p>

Groups and Rural Communities).									
9. To reduce the need to travel improve choice of use and use of sustainable transport modes									
9a. Will it reduce car and lorry traffic?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
9b. Will it encourage walking, cycling and equal access to and use of public transport?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
9c. Will it reduce freight movement?	✗								
9d. Will it improve equal access to and encourage the use of ICT?	✗								
10. To improve health and mental health and reduce health inequalities									
10a. Will it reduce deaths in key vulnerable groups?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
10b. Will it promote healthier lifestyles?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
10c. Will it reduce health inequalities among different	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.

groups in the community?									
10d. Will it reduce isolation for vulnerable people?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
11. Improve access to good quality affordable and resource efficient housing									
11a. Will it provide an appropriate mix of housing to meet all residents needs including affordable?	✗								
11b. Will it reduce the number of unfit and empty homes?	✗								
11c. Will it support the development and operation of resource efficient housing?	✗								
11d. Will it meet the accommodation needs of gypsies and travellers, in line with Race Equalities requirements?	✓		++	++	0	✓	✓	++	This policy's aim is to provide for sites where Gypsies and Travellers have decent accommodation. It is noted that there is an overprovision to allow for 'hidden' households and an identification of the need for 'rural exception sites'. It is also noted that the

									<p>policy makes provision for allocation of pitches beyond the review timescale.</p> <p>It should be noted that overall the spatial distribution of the site allocations remains roughly the same as the historic allocation. Provided this is in accordance with identified need, this should be appropriate.</p>
12. To reduce crime, disorder and the fear of crime inequalities									
12a. Will it reduce actual levels of crime (including hate crime)?	✓		?	?	0	✓	✓	?	<p>As the actual siting of the pitches is down to LDDs this is difficult to determine. However, para 9 references the need for promoting coexistence – although this is in regard to ‘countryside locations’.</p> <p>Recommendation: Explicit mention of coexistence should be made for all locations.</p>
12b. Will it reduce the fear of crime?	✓		?	?	0	✓	✓	?	<p>As the actual siting of the pitches is down to LDDs this is difficult to determine. However, para 9 references the need for promoting coexistence – although this is in regard to ‘countryside locations’.</p> <p>Recommendation: Explicit mention of coexistence should be made for all locations.</p>
12c. Will it	✓		?	?	0	✓	✓	?	As the actual siting of the

<p>reduce prejudice (racial, homophobic, gender or age related)?</p>									<p>pitches is down to LDDs this is difficult to determine. However, para 9 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. Recommendation: Explicit mention of coexistence should be made for all locations.</p>
<p>13. To enable groups and communities to contribute to decision making</p>									
<p>13a. Will it identify and engage with hard to reach stakeholders?</p>	<p>✓</p>		<p>-</p>	<p>-</p>	<p>0</p>	<p>✓</p>	<p>✓</p>	<p>-</p>	<p>There is no mention of engagement in the policy. In order to not perpetuate the locating of pitches in areas unsuitable for habitation, consultation and engagement with the Gypsy and Traveller community should be a pivotal point in this policy. Recommendation: A paragraph on the need for engagement and communication with Gypsy and Traveller communities</p>
<p>13b. Will it encourage wider community involvement in design, or the provision of services?</p>	<p>✓</p>		<p>-</p>	<p>-</p>	<p>0</p>	<p>✓</p>	<p>✓</p>	<p>-</p>	<p>There is no mention of engagement in the policy. In order to not perpetuate the locating of pitches in areas unsuitable for habitation, consultation and engagement with the Gypsy and Traveller community should be a pivotal point in this policy. Recommendation: A paragraph on the need for</p>

									engagement and communication with Gypsy and Traveller communities
13c. Will it enable the community to contribute to and have influence in decision-making and be involved in implementation ?	✓		-	-	0	✓	✓	-	There is no mention of engagement in the policy. In order to not perpetuate the locating of pitches in areas unsuitable for habitation, consultation and engagement with the Gypsy and Traveller community should be a pivotal point in this policy. Recommendation: A paragraph on the need for engagement and communication with Gypsy and Traveller communities
14. To develop strong and positive relationships between people from different backgrounds and communities?									
14a. Will it create a sense of belonging and well-being for all members of the community?	✓		?	?	0	✓	✓	?	As the actual siting of the pitches is down to LDDs this is difficult to determine. However, para 9 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. Recommendation: Explicit mention of coexistence should be made for all locations.
14b. Will it support community development?	✓		?	?	0	✓	✓	?	As the actual siting of the pitches is down to LDDs this is difficult to determine. However, para 9 references the need for promoting coexistence – although this is in regard to ‘countryside locations’.

									Recommendation: Explicit mention of coexistence should be made for all locations.
14c. Will it improve relations between all groups and religions (including between gypsies and travellers and settled communities)?	✓		?	?	0	✓	✓	?	As the actual siting of the pitches is down to LDDs this is difficult to determine. However, para 9 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. Recommendation: Explicit mention of coexistence should be made for all locations.
14d. Will it reduce prejudice (racial or homophobic)?	✓		?	?	0	✓	✓	?	As the actual siting of the pitches is down to LDDs this is difficult to determine. However, para 9 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. Recommendation: Explicit mention of coexistence should be made for all locations.
15. To improve access to basic goods, services and amenities for all groups									
15a. Will it improve equal access to cultural, sporting and leisure facilities including natural green spaces?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.

<p>15b. Will it improve equal access to essential services and facilities, including for gypsies and travellers?</p>	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
<p>15c. Will it improve the range and quality of cultural, sporting and leisure facilities and equal access to them?</p>	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
<p>15d. Will it improve equal access to basic goods, promoting the use of those that are locally sourced?</p>	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
<p>16. To protect, enhance and manage the Region's rich diversity of cultural and built environmental and archaeological assets / To protect places, landscape and buildings of historic, cultural and archaeological value.</p>									
<p>16a. Will it protect and enhance the character and appearance of archaeological sites, historic buildings, townscape, landscape,</p>	✗								

<p>16b. Will it improve access to buildings of historic/cultural value?</p>	*								
<p>17. To protect and enhance the biodiversity, local character and accessibility of the landscape across the region</p>									
<p>17a. Will it protect and enhance the character and appearance of the regions townscape and countryside maintaining and strengthening local distinctiveness and sense of place?</p>	*								
<p>17b. Will it protect and enhance the biodiversity of the regions landscapes?</p>	*								
<p>17c. Will it protect and enhance the accessibility of the landscape across the region?</p>	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
<p>17d. Will it protect and</p>	*								

enhance the tranquillity of the region's landscapes?									
18. To protect and improve local environmental quality									
18a. Will it reduce light and noise pollution and graffiti?	x								
18b. Will it redress environmental inequalities within region's urban and/or rural areas?	x								
19. To protect and enhance the viability of endangered species, habitats and sites of geological importance/ to protect and enhance biodiversity.									
19a. Will it protect and enhance existing designated European, national and regional wildlife and geological sites and species populations?	x								
19b. Will it protect and enhance habitats and species, provide opportunities	x								

for new habitat creation and reverse the fragmentation of wildlife corridors?									
20. To protect and improve the quality of inland and coastal waters									
20a. Will it reduce or manage flooding?	x								
20b. Will it maintain and enhance ground and surface water quality?	x								
20c. Will it improve the quality of costal waters?	x								
21. To protect and improve air quality									
21a. Will it maintain and improve air quality?	x								
21b. Will it address the causal factors of poor air quality in AQMAs?	x								
22. To restore and protect land and soil									
22a. Will it reduce the	✓		?	?	0	✓	✓	?	Generally unknown, although it is feasible that

amount of derelict, contaminated, degraded and vacant/ underused land?										areas where derelict, vacant or underused land is available could be utilised for sites. It seems unlikely that contaminated or degraded land would be suitable given the risks to health and the cost or remediation.
22b. Will it encourage the development of brownfield land in preference to Greenfield?	x									
22c. Will it reduce the loss of good soils to development?	x									
22d. Will it maintain and enhance soil quality?	x									
23. To mitigate and adapt to climate change										
23a. Will it reduce or minimise greenhouse gas emissions?	x									
23b. Will maintain water abstraction, run-off and recharge within carrying capacity?	x									
23c. Will it contribute to	x									

the ability to adapt to the impacts of climate change?									
23d. Will it expose the region to increased flood risk	x								
23e. Will it reduce the economic impact of the future effects of climate change?	x								
24. To ensure the prudent use of natural resources and the sustainable management of existing resources									
24a. Will it alter the demand for raw materials and natural resources?	x								
24b. Will it support the repair and re-use of existing buildings?	x								
24c. Will it reduce minerals extracted and imported?	x								
24d. Will it promote the use of recycled and secondary materials?	x								

25. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources									
25a. Will it minimise the need for energy?	x								
25b. Will it maximise the production and/or use of renewable energy?	x								
25c. Will it increase energy efficiency in buildings, transport modes etc?	x								
25d. Will it minimise the use of fossil fuels?	x								
26. To manage waste sustainably, minimise waste, its production and increase reuse, recycling and recovery rates/ to minimise waste production and increase re-use, recycling and recovery									
26a. Will it minimise the production of waste?	x								
26b. Will it increase waste recycling and reuse?	x								
26c. Will it reduce the amount of residual waste to landfill?	x								

Summary	<p>The policy sets out a series of statements and requirements that should enable Gypsy and Traveller communities to benefit from increased access to a range of facilities, however in some cases this could be made more explicit. It also identifies the important issues of hidden households and is flexible in identifying future provision. However, it is difficult to pin down the exact nature of some impacts, particularly those relating to sites as these will be determined at a LDD level. It would seem nonetheless that there are adequate provisions in the policy to ensure that the sites are selected appropriately. The policy should, provided the needs assessment is accurate, provide a suitable level of provision during the lifetime of this plan and beyond. On some of the more qualitative objectives it is difficult to ascertain precisely what the impact will be, specifically objective 12 and 14. Whilst the policy sets out to promote coexistence this is not by any means guaranteed, furthermore it seems to be mentioned in the context of 'countryside locations' rather than across the board. This ties in neatly with some of the problems identified in objective 13. The promotion of coexistence may be facilitated by a greater level of consultation and communication by LPAs in determining the location of the sites.</p> <p><u>Recommendations:</u></p> <p>Explicit mention of coexistence should be made for all locations.</p> <p>A paragraph on the need for engagement and communication with Gypsy and Traveller communities</p>
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Travelling Showpeople - Options

Travelling Showpeople

The Government has made clear that it views this issue as an integral part of the wider housing agenda to tackle affordability and homelessness issues. The Partial Review will set out separate figures for Travelling Showpeople for each district, on the required provision (number of pitches). The Partial Review of RSS will be informed by the results of a series of Travelling Showpeople Accommodation Assessments (GTAA's) undertaken in the region (which include assessments Travelling Showpeople accommodation needs). Results from the North West GTAA, identified the total additional residential need for Travelling Showpeople in each Sub-region of the North West.

However these figures should not be interpreted directly into the policy provision of pitches across the region. The methodology used in the GTAA's was based on CLG Guidance and best practice. This has been done on a 'need where it is seen to arise' basis. Findings reflect the historical inequalities in pitch provision and, therefore, there is a tendency for the needs assessment to further compound inequalities in site provision.

When developing new site provision for Travelling Showpeople it is important that RSS takes a strategic view of allocation of sites which accommodates logistical issues (i.e. travelling with large equipment) and the pattern of fun fairs across the area. To assist in this process the Assembly has been working with the Showman's Guild to collate information on the working \ travelling patterns of Showman's Guild members in the region over a calendar year⁵.

SA Objective	Option A) Use the results from the studies to distribute new provision	Option B) Modify (a) to ensure a minimum level of pitch provision in every district	Option C) Work to agree a more balanced share of meeting need across districts	Comments
1. To reduce the disparities of sub-regional economic assemblies	0-	0+	0+	Effects are unlikely to be significant. However, if authorised Travelling Showpeople sites are concentrated in a part of the region that already suffers from economic deprivation then this could potentially act, to a small degree, to perpetuate economic problems and hinder efforts to achieve economic regeneration.

⁵ Such patterns will be heavily influenced by the location of Fairs within the region.

2. To exploit the growth potential of business sectors	*	*	*	Travelling Showpeople will have no effect on the growth potential of key economic sectors at the regional scale.
3. To develop and market the region's image	0-	0?	0+	<p>If authorised Travelling Showpeople sites are concentrated in one part of the region (Option A) then the image of that area could suffer. However, it is unlikely that this effect would be significant at the regional scale. A balanced spread of sites (Option C) would certainly ensure that the image of the region does not suffer. Option B is an intermediary between A and C in terms of the balance of Travelling Showpeople sites in the region.</p> <p>Option B and Option C, could have the potential to increase the number of unauthorised sites, and unauthorised sites are more likely to impact upon local environmental quality. However, is uncertain and would be localised.</p>
4. To deliver urban renaissance	0?	0?	0?	<p>These options do not determine exact locations and so it is unlikely that there will be any significant effects in terms of this SA Objective. However, concentrating authorised sites (Option A) in one part of the region that has a trend of towns in need of urban renaissance could hinder such renaissance to a very minor degree. At the same time, however, Option B and Option C could have the potential to increase the number of unauthorised pitches, and unauthorised pitches are more likely to impact upon local communities and economies.</p>
5. To deliver rural renaissance	0-	0+	0+	<p>These Options do not determine exact locations and so it is unlikely that there will be any significant effects in terms of this SA Objective. However, concentrating authorised sites (Option A) in a part of the region that is characterised by rural villages and service centres in need of renaissance could perhaps have the effect of hindering renaissance. In particular Travelling Showpeople and their families have the potential to put additional strain on services and facilities in small rural communities.</p>
6. To secure economic inclusion	+?	-?	-?	<p>It must be assumed that in many instances Travelling Showpeople will have chosen to live where they live for economic reasons. Options B and C promote distributing Travelling Showpeople to areas of the region other than where they would choose to live given the choice. There is clear potential for this to have a negative effect on the economic fortunes of Travelling Showpeople. In terms of economic inclusion Travelling Showpeople are clearly reliant on a narrow range of economic activity, and so it is vital that their ability to continue with current economic activity is not overly hindered.</p> <p>Redistributing Travelling Showpeople across the region in a 'balanced' fashion, as promoted by Option C, could have a particularly significant effect. However, this could be mitigated by the fact that Option C promotes consultation with the</p>

				Showman's Guild.
7. To develop and maintain a healthy labour market	0?	0?	0?	<p>The distribution of Travelling Showpeople pitches will have no significant effect on the labour market at the regional scale.</p> <p>In terms of effects on participation and attainment in education amongst Travelling Showpeople, this will depend, primarily, on the proportion of Travelling Showpeople living in authorised sites. Authorised sites will tend to be located in an area with adequate access to education. Furthermore, Travelling Showpeople living on authorised sites will be more likely to settle in one place for a longer period of time.</p> <p>However, there are other complicating factors that determine whether Travelling Showpeople children are likely to attend and perform well at school such as the degree to which they are bullied and accepted more generally. These factors will be related to the perception of Travelling Showpeople amongst the local settled community. It is likely that Option C, and to a lesser extent Option B would be most likely to promote good relations between the two communities.</p> <p>The overall result is that none of the options are guaranteed to have a significant effect, and any effects are very uncertain.</p>
8. To reduce social exclusion	?	?	?	<p>Option C suggests that it can successfully lead to increased social cohesion through determining the distribution of Travelling Showpeople pitches through <i>"working with the Showman's Guild [to] agree a more balanced share of meeting need across districts."</i></p> <p>It is expected that the benefits described would primarily come as a result of improved chances for successful integration between the settled and Travelling Showpeople communities. This is in contrast to Option A, which could perpetuate or worsen any poor relationships between the two communities in the parts of the region where Travelling Showpeople are concentrated.</p> <p>However, it is also important to consider the importance of cohesion within the Travelling Showpeople community, as this will be a major factor in determining whether they suffer from the effects of exclusion from the wider community. It is possible that enforcing a 'more balanced' distribution across the region could result in social networks between Travelling Showpeople families being stretched to breaking point, as families make the tough decision to move further away from one another in order to access a pitch on an authorised site. This effect would occur under Option B and C.</p>
9. To reduce the need to travel improve choice of use and use of sustainable	0+	0-	0-	<p>A significant factor considered by Travelling Showpeople when determining where they live is the pattern of fairs and shows across the region and access to the strategic road network. Promoting a distribution of Travelling Showpeople pitches</p>

transport modes				other than that which results from a 'need where it arises' approach could increase distances travelled. However, it is important to remember that, although this effect will be felt by Travelling Showpeople in terms of the distance they need to travel, the effect in terms of total road travel (the concern of this SA Objective) will not be significant.
10. To improve health and mental health and reduce health inequalities	0+	0-	0-	No information has been found on health and wellbeing issues for Travelling Showpeople. We have assumed that the pathways by which the health of Travelling Showpeople are affected are similar to those for the Gypsy Traveller population. As a result the conclusions for these policy options are the same as for the policy options for Gypsies and Travellers.
11. Improve access to good quality affordable and resource efficient housing	+	?	?	All options promote the same number of Travelling Showpeople pitches. However, it could be debated whether Options B and C promote pitches in locations where they will be suitably accessible to Travelling Showpeople. Option C promotes a distribution that is significantly different to that which would be delivered through a 'need where it arises' approach, and so could have significant effects on Travelling Showpeople communities and their ability to maintain a viable business. However, this effect will be mitigated, to a degree, through working with the Showman's Guild to determine sub-regional allocations.
12. To reduce crime, disorder and the fear of crime inequalities	-?	+?	+?	It is unclear whether Travelling Showpeople generate fear of crime amongst the local settled community. For the purposes of this assessment it will be assumed that there can be some degree of fear of crime felt by the settled community in the vicinity of Travelling Showpeople sites. The degree of fear is likely to be correlated to the number of Travelling Showpeople pitches and sites in the vicinity. It is unlikely to be strongly correlated to whether sites are authorised or unauthorised, although over time there is the potential for fear of crime to decrease if integration between the two communities leads to mutual understanding, which is more likely to occur with authorised sites. It is also important to consider that Travelling Showpeople can be the victim of crime in areas where there is animosity towards them, or when sites do not include adequate space and facilities for them to store their equipment. Relative to Option A, Option C is certain to promote acceptance and understanding of Gypsies and Travellers by the settled community. This has the potential to reduce fear of crime amongst the settled and Travelling Showpeople communities. Option B might also have a lesser positive effect. There might be the potential for fear of crime (negative effects) associated with authorised sites to decrease over time.

<p>13. To enable groups and communities to contribute to decision making</p>	<p>?</p>	<p>-</p>	<p>?-</p>	<p>Option C promotes consultation with the Showman’s Guild, but at the same time it is not clear that this would be effective in terms of ensuring all Travelling Showpeople have a voice and a say in where pitches are located. Furthermore, Option C starts from the premise that there will be a ‘balanced’ distribution throughout the region, and so it might be the case that any further decisions on sub-regional allocations are concerned with fine-tuning allocations only.</p> <p>Option A promotes a distribution determined by a ‘need where it arises’ approach, and so it is deemed that it takes accounts of the identified needs and wishes of the Travelling Showpeople community in the decision as to how pitches should be distributed.</p> <p>Option B promotes a distribution of pitches other than that which would meet the needs of the Travelling Showpeople community, and states nothing about involving them in decisions about the exact redistribution.</p>
<p>14. To develop strong and positive relationships between people from different backgrounds and communities?</p>	<p>?</p>	<p>-?</p>	<p>-?</p>	<p>Where as for Gypsies and Travellers it is well known that there are often tensions between themselves and the settled community, the nature of the relationships that exist between Travelling Showpeople and local settled communities in the vicinity of their ‘yards’ is less well established. It may well be that unauthorised sites are less common with Travelling Showpeople, and as a result, problems with themselves and the settled community are less widespread and well-known than is the case for Gypsies and Travellers.</p> <p>It is likely that a more balanced distribution of Travelling Showpeople would reduce the net animosity felt towards them by the settled community and so there would be greater potential for positive relationships to develop between the two communities.</p> <p>However, it is possible that a balanced distribution (Options B and C) could generate the possibility of a step-change in unauthorised travelling Showpeople sites. A harmonious relationship between the two communities is much less likely where Travelling Showpeople live in unauthorised pitches.</p> <p>Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly from that promoted by a ‘need where it arises’ approach. However, this effect could be mitigated by the approach of “working with the Showman’s Guild” promoted by Option C.</p>
<p>15. To improve access to basic goods, services and amenities for all groups</p>	<p>?</p>	<p>?</p>	<p>?</p>	<p>In general, it is assumed that under any of the options Travelling Showpeople will be accommodated at sites in close proximity to services and facilities and some services and facilities will be provided on-site. It is not entirely clear why Option C states that it could increase access to services and facilities amongst Travelling Showpeople, although it is accepted that widening the search will make it easier</p>

				<p>to find sites large enough to accommodate vehicles and machinery. However, Option B and Option C could result in more unauthorised pitches. Travelling Showpeople living in unauthorised pitches are more likely to suffer from poor access to services and facilities. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. This effect could be mitigated by the approach of "working with the Showman's Guild" promoted by Option C.</p>
<p>16. To protect, enhance and manage the Region's rich diversity of cultural and built environmental and archaeological assets / To protect places, landscape and buildings of historic, cultural and archaeological value.</p>	0?	0?	0?	<p>The concentration of Travelling Showpeople, along with their machinery and vehicles, in a particular area (Option A) could have a cumulative effect on the landscape character of that area, although the effect would be far less likely if Travelling Showpeople are accommodated in authorised sites as opposed to unauthorised sites.</p> <p>Option B and Option C could result in more unauthorised pitches. Unauthorised pitches are more likely to impact upon local landscapes. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Travelling Showpeople community" promoted by Option C.</p> <p>It is impossible to say that authorised pitches, even acting cumulatively, can impact upon a particular landscape. Furthermore, it is impossible to say that the number of unauthorised pitches that could be generated by Options B and C would be enough to have a significant effect on any particular landscape. Therefore effects are judged as insignificant and uncertain.</p>
<p>17. To protect and enhance the biodiversity, local character and accessibility of the landscape across the region</p>	0?	0?	0?	<p>The concentration of Travelling Showpeople in a particular area (Option A) could have a cumulative effect on the landscape character and biodiversity of that area, although the effect would be far less likely if Travelling Showpeople are accommodated in authorised sites as opposed to unauthorised sites. Authorised sites could have an impact on biodiversity or landscape if there is insufficient space and facilities on-site for equipment and vehicles.</p> <p>Option B and Option C could result in more unauthorised pitches. Unauthorised pitches are more likely to impact upon local landscapes and biodiversity. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Showman's Guild" promoted by Option C.</p> <p>It is impossible to say that authorised sites, even acting cumulatively, can impact upon a particular landscape or biodiversity at anything other than the local scale.</p>

				Furthermore, it is impossible to say that the number of unauthorised pitches that could be generated by Options B and C would be enough to have a significant effect on any particular landscape or biodiversity at anything other than the local scale. Therefore effects are judged as insignificant and uncertain.
18. To protect and improve local environmental quality	0+	0-	0-	<p>Unauthorised sites can have significant negative effects on local environmental quality. Negative effects will be much less likely to result from authorised sites of an adequate size and with adequate on-site storage facilities. For the purposes of this assessment it is assumed that such effects would be negligible.</p> <p>Option B and Option C could result in more unauthorised pitches, which are more likely to impact upon local environmental quality. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Showman's Guild" promoted by Option C.</p> <p>Effects will be localised and the frequency at which effects could potentially occur means that effects will not be significant at the regional scale.</p>
19. To protect and enhance the viability of endangered species, habitats and sites of geological importance/ to protect and enhance biodiversity.	0+	0-	0-	<p>It is assumed that all three options would result in authorised sites of an adequate size and with adequate on-site storage facilities so that there would not be any direct effects on biodiversity bordering sites.</p> <p>Unauthorised sites have the potential to impact upon designated biodiversity. Option B and Option C could result in more unauthorised pitches, which are more likely to impact upon designated biodiversity. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Showman's Guild" promoted by Option C. The effects of any one of these options is unlikely to be significant as the majority of effects will be determined by decisions on the specific locations of sites.</p>
20. To protect and improve the quality of inland and coastal waters	x	x	x	No effect
21. To protect and improve air quality	x	x	x	Travelling Showpeople are heavily reliant on transport by private car, but none of these options will have any effect on air quality.
22. To restore and protect land and soil	x	x	x	It is assumed that all three options would result in authorised sites of an adequate size and with adequate on-site storage facilities so that there would not be any

				<p>direct effects on land and soil bordering sites.</p> <p>Unauthorised pitches have the potential to impact upon land and soil, but this effect is considered as part of the assessment against SA Objective 24.</p>
23. To mitigate and adapt to climate change	0+	0-	0-	Options B and C could result in Travelling Showpeople living in areas where they would not choose to otherwise live, with the effect that net distances travelled by private transport, including by HGVs, could increase. However, effects in terms of climate change are not likely to be significant.
24. To ensure the prudent use of natural resources and the sustainable management of existing resources	0+	0-	0?	Option B and Option C could result in more unauthorised pitches, which are more likely to make inefficient use of land. Option C could be more likely to generate unauthorised pitches than Option B because it promotes distribution of pitches that differs greatly than that promoted by a 'need where it arises' approach. However, this effect could be mitigated by the approach of "working with the Showman's Guild" promoted by Option C.
25. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources	x	x	x	No effect
26. To manage waste sustainably, minimise waste, its production and increase reuse, recycling and recovery rates/ to minimise waste production and increase re-use, recycling and recovery	x	x	x	Waste is less likely to be managed in a sustainable and efficient pattern at unauthorised sites, although these effects will have no significant effect in terms of this SA Objective.
Summary	<p>It is worth considering Options A and C only as, if the choice were between just these two options, there would be a number of important sustainability trade-offs to consider. Option A promotes allocating pitches throughout the region on a 'need where it arises' basis. Currently Travelling Showpeople are not evenly spread throughout the region, but are concentrated around the Manchester area. Option A will therefore reinforce this unequal distribution. Option C will distribute new pitches for Travelling Showpeople throughout the region in a more 'balanced' fashion.</p> <p>There is certainly potential for the Option C approach to impact upon the lives and, in particular the livelihoods, of Travelling Showpeople. It is highly likely that Travelling Showpeople have chosen to</p>			

concentrate around the Manchester conurbation for logistical reasons, such as the need to have good access to the major road network and the pattern of fun fairs across the region throughout the year, as well as perhaps for reasons of being close to friends and family. If this is indeed the case then Option C will have the potential to jeopardise the viability of the business that is key to their economic well-being, as well as perhaps affect the strength of the Travelling Showpeople community.

It is likely that there would be benefits to the approach promoted by Option C. In particular, benefits would be felt in those parts of the region that currently have a high concentration of Travelling Showpeople pitches as these areas would avoid any further concentration of pitches (as is promoted by Option A). However, it is not entirely clear what problems might be experienced within areas with a concentration of Travelling Showpeople. There could be localised environmental, community or economic impacts, including possibly a fear of crime, but there is no clear evidence to support this.

Furthermore, it is difficult to predict with any certainty negative effects on the environment or non travelling economy / community associated with Option A (or benefits associated with Option C) because there might be the possibility that Option C could lead to an increase in the number of unauthorised pitches. There is no evidence available currently on the prevalence or impacts associated with unauthorised Travelling Showpeople pitches. However, it is possible that Travelling Showpeople could reject the offer of authorised pitches spread around the region and choose unauthorised sites instead. This potential effect remains uncertain, but what is certain is that unauthorised pitches are much more likely to negatively impact upon the receiving environment, economy and communities.

A benefit to Travelling Showpeople resulting from an Option C approach is the possible increased potential for identification of suitably large sites to accommodate Travelling Showpeople's vehicles and equipment and to address localised issues of access to sites for large numbers of heavy vehicles.

It might also be argued that perpetuation of the current uneven balance may not be in the interests of the Gypsy and Traveller community in terms of their equal access to services and opportunities. Option C states that it:

“would see pitch provision distributed to meet the requirements for Gypsies and Travellers, so that they had the same chance to enjoy equal (or comparable) access to services and facilities, social and economic opportunities, as the settled community, and thus contribute towards community cohesion and sustainable communities.”

However, it is not clear that promoting an even distribution of Travelling Showpeople pitches, as opposed to a distribution of new pitches that mirrors the current distribution, would directly result in increased access to services and opportunities. This is because the number of Travelling Showpeople within a given area will always be relatively small in comparison to the settled community, even if the number of Travelling Showpeople in an area were to increase (Option A). However, the key point in terms of increasing access to services and opportunities is that new pitches must come forward quickly and in areas where there are acceptable relations between the Travelling Showpeople and settled communities. If Option A is the Option most capable of delivering new pitches in this fashion then its major benefit will be the fact that it will address one of the key sustainability issues related to Travelling Showpeople, namely access to services and opportunities.

Option C promotes working with the Showman’s Guild to determine the exact regional allocation. However, it also promotes starting from the premise that pitches will be distributed in a ‘balanced’ fashion, and so it is questionable whether any further decisions still to be made will represent anything other than fine-tuning of sub-regional allocations. Option C, to be successful, would need to be achieved via genuine engagement with individual Travelling Showpeople families, including hidden households, as well as via identification of sites that do provide access to services and facilities. This would require strong co-operation between sub-regional authorities and would need to proceed on the basis of an agreement of how to determine what is considered equitable access to services, facilities, social and economic opportunities. These measures would provide some safeguards against the risk of political negotiations between sub-regional authorities forming the real basis for site allocations under this option.

Option B is an intermediary option, and the sustainability effects predicted for Option B reflect this. It will still require some Travelling Showpeople to live in parts of the region that are a long-way from where they would ideally choose to live, with the effect that some Travelling Showpeople could become isolated from the rest of the community (many of whom would remain concentrated around Manchester. Option B could result in particular potential for effects to be felt by individual families, whilst Option C would be more likely to result in more insidious impacts on the regions Travelling show people community or communities.

Recommendations

- 1) Develop the approach by which the statement in Option C would be achieved, in agreement with sub-regional authorities, as the approach, as things stand, could be disadvantageous. In doing so take account of the points raised in the summary of the options assessment.
- 2) Requiring some Travelling Showpeople to relocate to parts of the region that are a significant distance from where they would ideally choose to live would need to be done with a great deal of precaution to ensure that such families would not become isolated from the wider Travelling Showpeople community. If Option C

is pursued it will be important that a robust strategy is developed for addressing the local political challenges involved in pursuing this approach.

Travelling Showpeople – Draft Policies

Interim Draft Policy L7 – Scale & Distribution of Travelling Showpeople Plot Provision									
Sustainability Appraisal Objectives and sub-criteria	Screened in/out	Key Baseline information	Geographical Scale			Timescale		Cumulative	Commentary
			Intra – regional		Inter - regional	Within plan	Outside plan		
			Urban	Rural					
1. To reduce the disparities of sub-regional economic assemblies									
1a. Will it provide job opportunities in areas with residents most at need	x								
1b. Will it reduce economic disparities within the region and with other UK regions?	x								
2. To exploit the growth potential of business sectors									
2a. Will it increase employment opportunities within the region?	x								
2b. Will it help to diversify the regions economy?	x								
2c. Will it promote growth	x								

in key sectors of the regional economy?									
2d. Will it help to develop the regions knowledge base?	x								
2e. Will it increase the economic benefit derived from the regions natural environment?	x								
3. To develop and market the region's image									
3a. Will it support the preservation and/or enhancement of high quality built, natural and historic environments within the region?	x								
3b. Will it promote the area as a destination for short and long term visitors, for residents and investors.	x								
4. To deliver urban renaissance									
4a. Will it improve	✓		+	+	0	✓	✓	+	As recognised in the background text, there has

economic, social and environmental conditions in the most deprived areas and most deprived groups?									been persistent issue in regard to the shortage of suitable accommodation for Travelling Showpeople. The provision of additional plots, with the requirement for better access to health, education and employment facilities should alleviate these conditions.
4b. Will it improve quality of the built and historic environment	✓		?	?	0	✓	✓	+	It is difficult to determine the precise nature of this impact given the siting and design of sites will be at the LDD level. However, we believe it is fair to say that given the requirements of Circular 01/2007 and the increased standards enforceable on authorised sites, there should be positive impacts.
4c. Will it improve the quality of public open space?	✗								
5. To deliver rural renaissance									
5a. Will it support rural diversification?	✗								
5b. Will it support and encourage the growth of rural businesses?	✗								
5c. Will it retain and promote the economic	✗								

growth of market towns?									
5d. Will it retain and promote access to village services?	x								
6. To secure economic inclusion									
6a. Will it meet the employment needs of local people?	✓		+	+	0	✓	✓	+	As 'Travelling Showpeople are often 'self-employed business people' the provision of a suitable number of plots can only serve to provide a positive impact for this group.
6b. Will it improve physical accessibility to jobs with the location of sites and/ or public transport links being closer to areas of high unemployment ?	✓		+	+	0	✓	✓	+	The key is to link the economic needs of Travelling Showpeople with locational needs. Para 3 links the use of 'yards' and 'plots' the economic vitality of this community. With this in mind, an adequate supply of yards/plots should serve to provide better access to economic drivers such as fair locations but will also allow greater flexibility in terms of storage and accommodation.
6c. Will it encourage business start-up especially from women and BME groups?	✓		?	?	0	✓	✓	?	Possibly. Greater availability of sites and in increased certainty of availability should enable the community to consolidate its economic base and expand, providing the possibility of

										business start-ups. However it is uncertain whether this will reflect on the employment prospects for women and BME groups. It could be inferred that an increase in employment prospects across the board should lead to a corresponding increase in employment in these groups.
7. To develop and maintain a healthy labour market										
7a. Will it address the skills gap and enable skills progression?	✓		+	+	0	✓	✓	+		Should have positive impacts due to the locating criteria defined in background text.
7b. Will it increase the levels of participation and attainment in education?	✓		+	+	0	✓	✓	+		Should have positive impacts due to the locating criteria defined in background text.
7c. Will it provide a broad range of jobs and employment opportunities?	✓		+	+	0	✓	✓	+		Should have positive impacts due to the locating criteria defined in background text.
8. To reduce social exclusion										
8a. Will it reduce poverty and social exclusion in those areas and communities most affected?	✓		+	+	0	✓	✓	+		Should have positive impacts given the nature of the groups identified in this policy.

(particularly BME people, LGBT, Faith Groups and Rural Communities).									
9. To reduce the need to travel improve choice of use and use of sustainable transport modes									
9a. Will it reduce car and lorry traffic?	✓		?	?	0	✓	✓	?	Increased sites may well induce further activity, including vehicle movements from and to the site. Of particular concern is the movement of heavy vehicles, lorries etc moving fair equipment. which may have negative effects for air pollution (specifically particulates), noise and vibration. However, the proposed distribution of sites attempts to alleviate to current travelling patterns imposed on Travelling Showpeople due to where they currently reside.
9b. Will it encourage walking, cycling and equal access to and use of public transport?	✓		?	?	0	✓	✓	?	Unlikely.
9c. Will it reduce freight movement?	✗								
9d. Will it improve equal access to and	✗								

encourage the use of ICT?									
10. To improve health and mental health and reduce health inequalities									
10a. Will it reduce deaths in key vulnerable groups?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
10b. Will it promote healthier lifestyles?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
10c. Will it reduce health inequalities among different groups in the community?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
10d. Will it reduce isolation for vulnerable people?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
11. Improve access to good quality affordable and resource efficient housing									
11a. Will it provide an appropriate mix of housing to meet all residents needs including affordable?	✗								
11b. Will it reduce the number of unfit and empty homes?	✗								

11c. Will it support the development and operation of resource efficient housing?	✘								
11d. Will it meet the accommodation needs of gypsies and travellers, in line with Race Equalities requirements?	✓		++	++	0	✓	✓	++	<p>This policy's aim is to provide for sites where Travelling Showpeople have an increased need for decent accommodation. It is also noted that the policy makes provision for allocation of plots beyond the review timescale.</p> <p>It should be noted that overall the spatial distribution of the site allocations remains roughly the same as the historic allocation. Provided this is in accordance with identified need, this should be appropriate.</p>
12. To reduce crime, disorder and the fear of crime inequalities									
12a. Will it reduce actual levels of crime (including hate crime)?	✓		?	?	0	✓	✓	?	<p>As the actual siting of the plots is down to LDDs this is difficult to determine. However, para 10 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. This is of particular importance to Travelling Showpeople sites given the likelihood of HGVs and relatively high levels of</p>

									vehicle activity. Recommendation: Explicit mention of coexistence should be made for all locations.
12b. Will it reduce the fear of crime?	✓		?	?	0	✓	✓	?	As the actual siting of the plots is down to LDDs this is difficult to determine. However, para 10 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. Recommendation: Explicit mention of coexistence should be made for all locations.
12c. Will it reduce prejudice (racial, homophobic, gender or age related)?	✓		?	?	0	✓	✓	?	As the actual siting of the plots is down to LDDs this is difficult to determine. However, para 10 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. Recommendation: Explicit mention of coexistence should be made for all locations.
13. To enable groups and communities to contribute to decision making									
13a. Will it identify and engage with hard to reach stakeholders?	✓		-	-	0	✓	✓	-	There is no mention of engagement in the policy. In order to not perpetuate the locating of pitches in areas unsuitable for habitation, consultation and engagement with the Travelling Showpeople community should be a

									pivotal point in this policy. Recommendation: A paragraph on the need for engagement and communication with Travelling Showpeople communities
13b. Will it encourage wider community involvement in design, or the provision of services?	✓		-	-	0	✓	✓	-	There is no mention of engagement in the policy. In order to not perpetuate the locating of pitches in areas unsuitable for habitation, consultation and engagement with the Travelling Showpeople community should be a pivotal point in this policy. Recommendation: A paragraph on the need for engagement and communication with Travelling Showpeople communities
13c. Will it enable the community to contribute to and have influence in decision-making and be involved in implementation ?	✓		-	-	0	✓	✓	-	There is no mention of engagement in the policy. In order to not perpetuate the locating of plots in areas unsuitable for habitation, consultation and engagement with the Travelling Showpeople community should be a pivotal point in this policy. Recommendation: A paragraph on the need for engagement and communication with Travelling Showpeople communities

14. To develop strong and positive relationships between people from different backgrounds and communities?									
14a. Will it create a sense of belonging and well-being for all members of the community?	✓		?	?	0	✓	✓	?	As the actual siting of the plots is down to LDDs this is difficult to determine. However, para 10 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. Recommendation: Explicit mention of coexistence should be made for all locations.
14b. Will it support community development?	✓		?	?	0	✓	✓	?	As the actual siting of the plots is down to LDDs this is difficult to determine. However, para 10 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. Recommendation: Explicit mention of coexistence should be made for all locations.
14c. Will it improve relations between all groups and religions (including between gypsies and travellers and settled communities)?	✓		?	?	0	✓	✓	?	As the actual siting of the plots is down to LDDs this is difficult to determine. However, para 10 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. Recommendation: Explicit mention of coexistence should be made for all locations.
14d. Will it reduce	✓		?	?	0	✓	✓	?	As the actual siting of the plots is down to LDDs this

prejudice (racial or homophobic)?									is difficult to determine. However, para 10 references the need for promoting coexistence – although this is in regard to ‘countryside locations’. Recommendation: Explicit mention of coexistence should be made for all locations.
15. To improve access to basic goods, services and amenities for all groups									
15a. Will it improve equal access to cultural, sporting and leisure facilities including natural green spaces?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
15b. Will it improve equal access to essential services and facilities, including for gypsies and travellers?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
15c. Will it improve the range and quality of cultural, sporting and leisure facilities and equal access to them?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.

<p>15d. Will it improve equal access to basic goods, promoting the use of those that are locally sourced?</p>	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
<p>16. To protect, enhance and manage the Region’s rich diversity of cultural and built environmental and archaeological assets / To protect places, landscape and buildings of historic, cultural and archaeological value.</p>									
<p>16a. Will it protect and enhance the character and appearance of archaeological sites, historic buildings, townscape, landscape, parks and gardens and their settings?</p>	✗								
<p>16b. Will it improve access to buildings of historic/ cultural value?</p>	✗								
<p>17. To protect and enhance the biodiversity, local character and accessibility of the landscape across the region</p>									
<p>17a. Will it protect and enhance the character and appearance of the regions townscape and countryside maintaining and strengthening</p>	✗								

local distinctiveness and sense of place?									
17b. Will it protect and enhance the biodiversity of the regions landscapes?	x								
17c. Will it protect and enhance the accessibility of the landscape across the region?	✓		+	+	0	✓	✓	+	Should have positive impacts due to the locating criteria defined in background text.
17d. Will it protect and enhance the tranquillity of the region's landscapes?	x								
18. To protect and improve local environmental quality									
18a. Will it reduce light and noise pollution and graffiti?	x								
18b. Will it redress environmental inequalities within region's urban and/or rural areas?	x								
19. To protect and enhance the viability of endangered species, habitats and sites of geological importance/ to protect and enhance biodiversity.									

<p>19a. Will it protect and enhance existing designated European, national and regional wildlife and geological sites and species populations?</p>	x								
<p>19b. Will it protect and enhance habitats and species, provide opportunities for new habitat creation and reverse the fragmentation of wildlife corridors?</p>	x								
<p>20. To protect and improve the quality of inland and coastal waters</p>									
<p>20a. Will it reduce or manage flooding?</p>	x								
<p>20b. Will it maintain and enhance ground and surface water quality?</p>	x								
<p>20c. Will it improve the quality of coastal</p>	x								

waters?									
21. To protect and improve air quality	✓		-	-	0	✓	✓	-	There is potential for disturbance in terms of noise, air pollution and visual impacts due to the nature of Travelling showpeople sites. There is potential need for additional guidance on the locational aspects of these sites.
21a. Will it maintain and improve air quality?	✗								
21b. Will it address the causal factors of poor air quality in AQMAs?	✗								
22. To restore and protect land and soil									
22a. Will it reduce the amount of derelict, contaminated, degraded and vacant/ underused land?	✓		?	?	0	✓	✓	?	Generally unknown, although it is feasible that areas where derelict, vacant or underused land is available could be utilised for sites. It seems unlikely that contaminated or degraded land would be suitable given the risks to health and the cost or remediation.
22b. Will it encourage the development of brownfield land in preference to	✗								

Greenfield?									
22c. Will it reduce the loss of good soils to development?	x								
22d. Will it maintain and enhance soil quality?	x								
23. To mitigate and adapt to climate change									
23a. Will it reduce or minimise greenhouse gas emissions?	x								
23b. Will maintain water abstraction, run-off and recharge within carrying capacity?	x								
23c. Will it contribute to the ability to adapt to the impacts of climate change?	x								
23d. Will it expose the region to increased flood risk	x								
23e. Will it reduce the economic	x								

impact of the future effects of climate change?									
24. To ensure the prudent use of natural resources and the sustainable management of existing resources									
24a. Will it alter the demand for raw materials and natural resources?	x								
24b. Will it support the repair and re-use of existing buildings?	x								
24c. Will it reduce minerals extracted and imported?	x								
24d. Will it promote the use of recycled and secondary materials?	x								
25. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources									
25a. Will it minimise the need for energy?	x								
25b. Will it maximise the production and/or use of renewable energy?	x								
25c. Will it increase energy	x								

efficiency in buildings, transport modes etc?									
25d. Will it minimise the use of fossil fuels?	*								
26. To manage waste sustainably, minimise waste, its production and increase reuse, recycling and recovery rates/ to minimise waste production and increase re-use, recycling and recovery									
26a. Will it minimise the production of waste?	*								
26b. Will it increase waste recycling and reuse?	*								
26c. Will it reduce the amount of residual waste to landfill?	*								
Summary	<p>The general performance of the policy is in line with that for the Gypsies and Travellers policy. However, there are some additional issues. Firstly, the yards or plots of Travelling Showpeople sites are not only used for habitation but also for storage. As the policy points out this presents some planning problems. Essentially the sites will need to accommodate living areas that are suitable, in close proximity to heavy goods vehicles (HGVs) and other mechanical plant. This provides some risk to the health of the occupants and thus any policy should ensure the safety and health of the occupants by having stringent design measures to separate these different uses.</p> <p>Secondly, but again related to HGVs and plant, there is potential for these sites to cause disturbance in terms of noise, air pollution. There is a potential need for additional guidance on the locational criteria of these sites.</p> <p>Finally, this use of the sites may create a more difficult situation in regard to promoting co-existence in the area.</p> <p>Recommendations</p> <p>The need for further guidance on the locational criteria of Traveller and Showpeople sites should be explored, specifically those that will use HGVs, heavy plant or other noisy/polluting equipment</p> <p>Requirements for site design should be clearly set out to ensure health and wellbeing of permanent occupants.</p> <p>Greater emphasis on community engagement and consultation.</p>								

Car Parking Standards - Options

Car parking standards

The Regional Parking Standards, set out in the Regional Spatial Strategy, provide the framework for the identification at a local level of appropriate parking provision for new developments. The current parking standards have remained unchanged since the publication of RPG13 in 2003 and an undertaking was given to review them within 5 years. Consequently the North West Regional Assembly, as part of the Partial Review of the Regional Spatial Strategy is proposing a revised set of standards. The proposed standards set out maximum parking standards and in addition set out an accessibility based tool through which parking requirements for individual sites will be assessed. The parking standards table has been significantly expanded from the existing table in RPG13 to take into account Use Classes Order, minimum parking standards for disabled drivers, bicycles, motorcycles, coaches as well as maximum standards for cars. The table also includes recommendations for residential developments.

SA Objective	Option A) Adopt the revised standards	Option B) Keep existing parking standards as detailed in RPG13 and Draft RSS (business as usual)	Comments
1. To reduce the disparities of sub-regional economic assemblies	+	0	The revised standards advise employers to provide travel plans which would have a disproportional positive impact on people who can not afford private transportation, thereby allowing them access to jobs how / why?. It also discourages industrial development in locations not accessible by a range of modes of transport which again will benefit people that do not own private transportation.
2. To exploit the growth potential of business sectors	x	x	
3. To develop and market the region's image	x	x	

4. To deliver urban renaissance	+?	0+	<p>Both existing and proposed parking standards differentiate between quantities of parking needed according to accessibility. Nevertheless the new parking standards include a much more thorough assessment of accessibility and so is more likely to ensure that there is not over provision of parking in places well served by public transportation. New parking standards also stipulate bicycle parking provision and recommend travel plan measures at a corporate level. All these measures help in reducing traffic, noise and emissions and allow pedestrians to enjoy public open spaces.</p> <p>The standards for spaces for bicycles could be more ambitious for A1-A4, B1-B8 developments.</p>
5. To deliver rural renaissance	? -	? +	<p>The proposed parking standards include comments on the need to resist locating offices, business parks, research and development, call centres and general industry in places not well served by public transportation, which will include many rural areas.</p> <p>Both existing and proposed parking standards intend to allow for more parking in rural areas (where accessibility is generally not as good) which will support rural diversification or the growth of rural businesses by, for example, making it easy for employees to drive to work where public transportation is not available.</p> <p>Therefore the proposed standards have the potential for negative effects in terms of this SA Objective.</p>
6. To secure economic inclusion	0+	0	<p>The proposed parking standards emphasise the need to locate employment in places well served by public transportation. They also stipulate the provision of bicycle parking which would benefit people who cannot afford private transportation. The proposed parking standards make allowance for the provision of disabled parking, encouraging equal participation in the jobs market by disabled people.</p>
7. To develop and maintain a healthy labour market	x	x	
8. To reduce social exclusion	0+	0	<p>The proposed parking standards emphasise the need to locate employment in places well served by public transportation. They also stipulate the provision of bicycle parking which would benefit people who cannot afford private transportation. The proposed parking standards make allowance for the provision of disabled parking, encouraging equal participation in society by disabled people.</p>
9. To reduce the need to travel improve choice of use and use of sustainable transport modes	++	+	<p>It is expected that the existing parking standards will reduce car traffic, and encourage walking and cycling as alternatives. The proposed standards will do the same, but to a greater degree by: setting out a more thorough assessment of the</p>

			level of accessibility; encouraging cycling; discouraging employment in places of low public transportation accessibility; and by encouraging the design of travel plans by employers.
10. To improve health and mental health and reduce health inequalities	?	?	<p>Parking standards are important to the quality of the built environment and to health and wellbeing. Parked cars can obstruct vision and increase social severance making it less attractive to be a pedestrian. A high density of curb parking is associated with increased risk of injury for children⁶. In streets where the majority of gardens have been converted into parking bays the width of the road is effectively trebled leading to increased traffic speeds and increased risk and occurrence of accidents⁷. This will also apply to streets where people use the pavement for accommodating their vehicles. Well managed parking can provide <i>friction</i> and slow the flow of traffic thus giving greater priority to pedestrians⁸. The management of parking is of crucial importance.</p> <p>The standards could give higher priority to cycling spaces to reflect the importance of active transport in the NW.</p>
11. Improve access to good quality affordable and resource efficient housing	x	x	
12. To reduce crime, disorder and the fear of crime inequalities	x	x	
13. To enable groups and communities to contribute to decision making	x	x	
14. To develop strong and positive relationships between people from different backgrounds and communities?	x	x	

⁶ Roberts I, Li L, Barker M. Trends in intentional injury deaths in children and teenagers (1980-1995). Journal of Public Health Medicine 1998;20(4):463-6.

⁷ Greater London Authority. Crazy paving: the environmental importance of London's front gardens. 2005. London. Environment Committee. Available at www.london.gov.uk

⁸ Smith, G. P. Movement and spaces; traffic management, safety, parking & loading, public space and mixed-use. The Annual South East Public Health Conference 2007 Joint Centre for Urban Design, Oxford Brookes University

<p>15. To improve access to basic goods, services and amenities for all groups</p>	<p style="text-align: center;">+</p>	<p style="text-align: center;">0+</p>	<p>Both existing and proposed parking standards allow for more parking in less accessible areas. Nevertheless the proposed parking standards include a much more thorough assessment of the level of accessibility of a development, and are likely to discourage the use of private transportation, making public transportation infrastructure more viable. More public transportation is likely to allow for more equitable access to leisure, sports facilities and services. Unlike the existing parking standards, the new parking standards also stipulate parking provision for bicycles, motorcycles and disabled people, allowing for a more equal access to facilities.</p>
<p>16. To protect, enhance and manage the Region's rich diversity of cultural and built environmental and archaeological assets / To protect places, landscape and buildings of historic, cultural and archaeological value.</p>	<p style="text-align: center;">+</p>	<p style="text-align: center;">0+</p>	<p>Neither existing nor proposed parking standards are likely to have a direct impact, but both discourage the use of cars, thereby protecting and enhancing the character and appearance of archaeological sites, historic buildings, landscapes and townscapes, parks and gardens, through the curbing of emissions, reducing congestion, allowing for green space, and improving the general aesthetic of the space by putting cars out of sight.</p>
<p>17. To protect and enhance the biodiversity, local character and accessibility of the landscape across the region</p>	<p style="text-align: center;">+</p>	<p style="text-align: center;">0+</p>	<p>Both existing and proposed parking standards are likely to discourage the use of cars, thereby protecting and enhancing the character and appearance of landscapes and biodiversity through the curbing of emissions, reducing congestion, lowering the amount of green space that would have to be dedicated to car parking, and improving the general aesthetic of the space by putting cars out of sight. The provision of bicycle and disabled parking and the encouragement of public transport use will improve accessibility to landscape and biodiversity resources across the region.</p>
<p>18. To protect and improve local environmental quality</p>	<p style="text-align: center;">+</p>	<p style="text-align: center;">0+</p>	<p>Both parking standards allow for more parking in less accessible areas. Nevertheless the proposed parking standards include a much more thorough assessment of the level of accessibility which will discourage the use of private transportation reducing noise pollution from private vehicles.</p>
<p>19. To protect and enhance the viability of endangered species, habitats and sites of geological importance/ to protect and enhance biodiversity.</p>	<p style="text-align: center;">x</p>	<p style="text-align: center;">x</p>	
<p>20. To protect and improve the quality of inland and coastal waters</p>	<p style="text-align: center;">x</p>	<p style="text-align: center;">x</p>	

<p>21. To protect and improve air quality</p>	<p>++</p>	<p>+</p>	<p>Both parking standards discourage the use of cars in places likely to be accessible by public transportation but the proposed parking standards include a much more thorough assessment of the level of accessibility of a development and therefore allow for more fine-tuned solutions. The proposed parking standards also stipulate the provision of bicycle parking, encourage walking and advise employers to implement travel plans. These measures should reduce the level of emissions and improve air quality. One of the causal factors of poor air quality in AQMAs is road traffic, which is targeted by these measures.</p>
<p>22. To restore and protect land and soil</p>	<p>*</p>	<p>*</p>	
<p>23. To mitigate and adapt to climate change</p>	<p>++</p>	<p>+</p>	<p>See assessment against SA Objective 9</p>
<p>24. To ensure the prudent use of natural resources and the sustainable management of existing resources</p>	<p>+</p>	<p>0+</p>	<p>See assessment against SA Objective 9.</p>
<p>25. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources</p>	<p>+</p>	<p>0+</p>	<p>See assessment against SA Objective 9. A further consequence of less car usage on this SA Objective is likely to be a decrease in consumption of fossil fuels.</p>
<p>26. To manage waste sustainably, minimise waste, its production and increase reuse, recycling and recovery rates/ to minimise waste production and increase re-use, recycling and recovery</p>	<p>*</p>	<p>*</p>	
<p>Summary</p>	<p>The proposed parking standards are very different from the existing ones in their holistic approach. As well as discouraging the use of the car at sites where there is good accessibility by alternative modes of transport, the proposed standards also encourage the use of other modes of transportation by emphasising the importance of providing bicycle and motorcycle parking; by underlining the need of employers to design travel plans; and by discouraging certain types of development in inaccessible areas (as opposed to promoting that they will require a great deal of car parking).</p>		

	<p>The focus on public transportation and on curbing dependency on the car has two obvious benefits, one is environmental, and the other relates to more equitable accessibility. The proposed standards again take a more holistic approach in promoting equitable access not only by promoting public transportation (which is important for those without access to a private car) but also stipulating bicycle, motorcycle and disabled parking standards.</p> <p>Parking standards are important to the quality of the built environment and to health and wellbeing. Parked cars can obstruct vision and increase social severance making it less attractive to be a pedestrian. A high density of curb parking is associated with increased risk of injury for children⁹. In streets where the majority of gardens have been converted into parking bays the width of the road is effectively trebled leading to increased traffic speeds and increased risk and occurrence of accidents¹⁰. This will also apply to streets where people use the pavement for accommodating their vehicles. Well managed parking can provide <i>friction</i> and slow the flow of traffic thus giving greater priority to pedestrians¹¹. The management of parking is of crucial importance.</p> <p>The Sustainability Appraisal has shown clearly that, in terms of a number of SA Objectives, the proposed parking standards perform better than the existing standards. The appraisal has not highlighted any sustainability trade-offs that must be considered, should the decision be taken to take the new standards forward as the preferred option.</p>
<p>Recommendations</p>	<ol style="list-style-type: none"> 1) The language used in the table related to discouraging certain types of development could possibly be toned down so that it is not so exclusionary. In particular, employment should not be discouraged in locations not accessible by public transportation if it can be demonstrated that parking spaces won't be needed since most employees reside nearby. 2) The standards could give higher priority to cycling spaces to reflect the importance of active transport in the NW. In particular, the standards for spaces for bicycles could be more ambitious for A1-A4, B1-B8 developments. 3) Whilst increasing the provision of public transport should encourage people to use alternatives to the

⁹ Roberts I, Li L, Barker M. Trends in intentional injury deaths in children and teenagers (1980-1995). Journal of Public Health Medicine 1998;20(4):463-6.

¹⁰ Greater London Authority. Crazy paving: the environmental importance of London's front gardens. 2005. London. Environment Committee. Available at www.london.gov.uk

¹¹ Smith, G. P. Movement and spaces; traffic management, safety, parking & loading, public space and mixed-use. The Annual South East Public Health Conference 2007 Joint Centre for Urban Design, Oxford Brookes University

car it is important that the cost of these services supports this approach. We recommend that where possible economic analysis is undertaken to ensure that alternatives to the car are financially competitive.

Car Parking Standards – Draft Polices

Policy RT2 – Managing Travel Demand									
Sustainability Appraisal Objectives and sub-criteria	Screened in/out	Key Baseline information	Geographical Scale			Timescale		Cumulative	Commentary
			Intra – regional		Inter - regional	Within plan	Outside plan		
			Urban	Rural					
1. To reduce the disparities of sub-regional economic assemblies									
1a. Will it provide job opportunities in areas with residents most at need	x								
1b. Will it reduce economic disparities within the region and with other UK regions?	x								
2. To exploit the growth potential of business sectors									
2a. Will it increase employment opportunities within the region?	x								
2b. Will it help to diversify the regions economy?	x								
2c. Will it promote growth in key sectors	x								

of the regional economy?									
2d. Will it help to develop the regions knowledge base?	x								
2e. Will it increase the economic benefit derived from the regions natural environment?	x								
3. To develop and market the region's image									
3a. Will it support the preservation and/or enhancement of high quality built, natural and historic environments within the region?	x								
3b. Will it promote the area as a destination for short and long term visitors, for residents and investors.	x								
4. To deliver urban renaissance									
4a. Will it improve economic,	x								

social and environmental conditions in the most deprived areas and most deprived groups?									
4b. Will it improve quality of the built and historic environment	x								
4c. Will it improve the quality of public open space?	x								
5. To deliver rural renaissance									
5a. Will it support rural diversification?	x								
5b. Will it support and encourage the growth of rural businesses?	x								
5c. Will it retain and promote the economic growth of market towns?	x								
5d. Will it retain and promote access to village services?	x								
6. To secure economic inclusion									

6a. Will it meet the employment needs of local people?	x									
6b. Will it improve physical accessibility to jobs with the location of sites and/ or public transport links being closer to areas of high unemployment ?	x									
6c. Will it encourage business start-up especially from women and BME groups?	x									
7. To develop and maintain a healthy labour market										
7a. Will it address the skills gap and enable skills progression?	x									
7b. Will it increase the levels of participation and attainment in education?	x									
7c. Will it provide a broad range of jobs	x									

and employment opportunities?									
8. To reduce social exclusion									
8a. Will it reduce poverty and social exclusion in those areas and communities most affected? (particularly BME people, LGBT, Faith Groups and Rural Communities).	x								
9. To reduce the need to travel improve choice of use and use of sustainable transport modes									
9a. Will it reduce car and lorry traffic?	✓		+	+	0	✓	✓	+	The new standards provide more detail in regard to the maximum provision of car parking spaces. Specifically standards should be more restrictive in areas of higher access to public transport and less where there is lower. As the policy indicates that each site should be assessed case-by-case it is difficult at this stage to be precise in predicting effects. What can be said is that the general <i>principle</i> of the standards should result in positive effects.
9b. Will it encourage walking, cycling	✓		+	+	0	✓	✓	+	The policy explicitly provides to 'encourage cycling for the specific

and equal access to and use of public transport?									development but also within the wider area'. Furthermore the policy considers the length of stay in its allocation of spaces.
9c. Will it reduce freight movement?	x								
9d. Will it improve equal access to and encourage the use of ICT?	x								
10. To improve health and mental health and reduce health inequalities									
10a. Will it reduce deaths in key vulnerable groups?	x								
10b. Will it promote healthier lifestyles?	✓		+	+	0	✓	✓	+	The encouragement of cycling and other forms of active transport should create positive health benefits.
10c. Will it reduce health inequalities among different groups in the community?	x								
10d. Will it reduce isolation for vulnerable people?	✓		?	?	0	✓	✓	?	The provision of disabled spaces <i>above</i> government standards but on a case-by-case basis should provide positive effects in terms of access for the disabled however it is not possible to state definitively

										at this stage.
11. Improve access to good quality affordable and resource efficient housing										
11a. Will it provide an appropriate mix of housing to meet all residents needs including affordable?	x									
11b. Will it reduce the number of unfit and empty homes?	x									
11c. Will it support the development and operation of resource efficient housing?	x									
11d. Will it meet the accommodation needs of gypsies and travellers, in line with Race Equalities requirements?	x									
12. To reduce crime, disorder and the fear of crime inequalities										
12a. Will it reduce actual levels of crime (including hate crime)?	x									

12b. Will it reduce the fear of crime?	x								
12c. Will it reduce prejudice (racial, homophobic, gender or age related)?	x								
13. To enable groups and communities to contribute to decision making									
13a. Will it identify and engage with hard to reach stakeholders?	x								
13b. Will it encourage wider community involvement in design, or the provision of services?	x								
13c. Will it enable the community to contribute to and have influence in decision-making and be involved in implementation ?	x								
14. To develop strong and positive relationships between people from different backgrounds and communities?									
14a. Will it create a sense	x								

of belonging and well-being for all members of the community?									
14b. Will it support community development?	x								
14c. Will it improve relations between all groups and religions (including between gypsies and travellers and settled communities)?	x								
14d. Will it reduce prejudice (racial or homophobic)?	x								
15. To improve access to basic goods, services and amenities for all groups									
15a. Will it improve equal access to cultural, sporting and leisure facilities including natural green spaces?	x								
15b. Will it improve equal	x								

<p>access to essential services and facilities, including for gypsies and travellers?</p>									
<p>15c. Will it improve the range and quality of cultural, sporting and leisure facilities and equal access to them?</p>	<p>x</p>								
<p>15d. Will it improve equal access to basic goods, promoting the use of those that are locally sourced?</p>	<p>x</p>								
<p>16. To protect, enhance and manage the Region's rich diversity of cultural and built environmental and archaeological assets / To protect places, landscape and buildings of historic, cultural and archaeological value.</p>									
<p>16a. Will it protect and enhance the character and appearance of archaeological sites, historic buildings, townscape, landscape, parks and gardens and</p>	<p>x</p>								

their settings?									
16b. Will it improve access to buildings of historic/cultural value?	x								
17. To protect and enhance the biodiversity, local character and accessibility of the landscape across the region									
17a. Will it protect and enhance the character and appearance of the regions townscape and countryside maintaining and strengthening local distinctiveness and sense of place?	x								
17b. Will it protect and enhance the biodiversity of the regions landscapes?	x								
17c. Will it protect and enhance the accessibility of the landscape across the region?	x								
17d. Will it protect and enhance the tranquillity of	x								

the region's landscapes?										
18. To protect and improve local environmental quality										
18a. Will it reduce light and noise pollution and graffiti?	✓		+	+	0	✓	✓	+	Theoretically, if there is an overall reduction in car parking spaces there may also be a reduction in car parks with associated light and noise pollution.	
18b. Will it redress environmental inequalities within region's urban and/or rural areas?	✗									
19. To protect and enhance the viability of endangered species, habitats and sites of geological importance/ to protect and enhance biodiversity.										
19a. Will it protect and enhance existing designated European, national and regional wildlife and geological sites and species populations?	✗									
19b. Will it protect and enhance habitats and species, provide opportunities for new habitat	✗									

creation and reverse the fragmentation of wildlife corridors?									
20. To protect and improve the quality of inland and coastal waters									
20a. Will it reduce or manage flooding?	x								
20b. Will it maintain and enhance ground and surface water quality?	x								
20c. Will it improve the quality of coastal waters?	x								
21. To protect and improve air quality	✓		+	+	0	✓	✓	+	Theoretically, if there is an overall reduction in car parking spaces there may also be a reduction in car parks with associated air pollution.
21a. Will it maintain and improve air quality?	✓		+	+	0	✓	✓	+	Theoretically, if there is an overall reduction in car parking spaces there may also be a reduction in car parks with associated air pollution.
21b. Will it address the causal factors of poor air quality in AQMAs?	x								

22. To restore and protect land and soil									
22a. Will it reduce the amount of derelict, contaminated, degraded and vacant/ underused land?	x								
22b. Will it encourage the development of brownfield land in preference to Greenfield?	x								
22c. Will it reduce the loss of good soils to development?	x								
22d. Will it maintain and enhance soil quality?	x								
23. To mitigate and adapt to climate change									
23a. Will it reduce or minimise greenhouse gas emissions?	✓		+	+	0	✓	✓	+	Theoretically, if there is an overall reduction in car parking spaces there may also be a reduction in car parks with associated light and noise pollution.
23b. Will maintain water abstraction, run-off and recharge within carrying	x								

capacity?									
23c. Will it contribute to the ability to adapt to the impacts of climate change?	x								
23d. Will it expose the region to increased flood risk	x								
23e. Will it reduce the economic impact of the future effects of climate change?	x								
24. To ensure the prudent use of natural resources and the sustainable management of existing resources									
24a. Will it alter the demand for raw materials and natural resources?	x								
24b. Will it support the repair and re-use of existing buildings?	x								
24c. Will it reduce minerals extracted and imported?	x								
24d. Will it promote the	x								

use of recycled and secondary materials?									
25. To minimise the requirement for energy use, promote efficient use and increase the use of energy from renewable resources									
25a. Will it minimise the need for energy?	x								
25b. Will it maximise the production and/or use of renewable energy?	x								
25c. Will it increase energy efficiency in buildings, transport modes etc?	x								
25d. Will it minimise the use of fossil fuels?	✓		+	+	0	✓	✓	+	Theoretically, if there is an overall reduction in car parking spaces there may also be a reduction in car parks with associated light and noise pollution.
26. To manage waste sustainably, minimise waste, its production and increase reuse, recycling and recovery rates/ to minimise waste production and increase re-use, recycling and recovery									
26a. Will it minimise the production of waste?	x								
26b. Will it increase waste recycling and reuse?	x								

<p>26c. Will it reduce the amount of residual waste to landfill?</p>	<p>*</p>								
<p>Summary</p>	<p>It is technically quite difficult at this level to provide a detailed assessment of the implications of the new standards as they are decided on a case-by-case basis. With this in mind, this policy generally performs better than the previous one, essentially due to the fact that there is more 'granularity' in the standards. With more accuracy comes greater certainty for developers and assumes an overall reduction in park space provision. It could also be assumed that a greater accuracy in allocations could reduce the amount of car parking facilities actually needed. Finally there is a good emphasis on provision for cyclists and other forms of active transport and a emphasis on access for the disabled.</p>								

Appendix 2: Appraisal Group Report