

REPORT TO CABINET

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|---|---|--|---|--|
| Open with Exempt appendices | | Would any decisions proposed: | | |
| Any especially affected Wards | Mandatory/ | Be entirely within Cabinet's powers to decide | YES/NO | |
| | Discretionary / | Need to be recommendations to Council | YES/NO | |
| | Operational | Is it a Key Decision | YES/NO | |
| Lead Member: Cllr Richard Blunt E-mail: cllr.richard.blunt@west-norfolk.gov.uk | | Other Cabinet Members consulted: | | |
| | | Other Members consulted: R&D Panel | | |
| Lead Officer: Jemma Curtis E-mail: jemma.curtis@west-norfolk.gov.uk Direct Dial: 01553 616716 | | Other Officers consulted: Lorraine Gore, Duncan Hall, Matthew Henry, David Ousby, Abigail Rawlings, Stuart Ashworth. | | |
| Financial Implications YES/NO | Policy/Personnel Implications YES/NO | Statutory Implications YES/NO | Equal Impact Assessment YES/NO If YES: Pre-screening/ Full Assessment | Risk Management Implications YES/NO |
| If not for publication, the paragraph of Schedule 12A of the 1972 Local Government Act considered to justify that is paragraph 3. | | | | |

SOUTHGATES AREA MASTERPLAN DELIVERY PLAN

Date of meeting: 18th April 2023

Summary

This report proposes the next stages of the Southgates Area Masterplan Development Brief which has been prepared following extensive site analysis and public consultation, for the historic King's Lynn Southgates area. The masterplan sets out the vision and design principles for the development of this strategic regeneration area. The Development Brief is accompanied by a financial viability and Delivery Strategy.

The report recommends next steps to develop and progress the project with key partner Norfolk County Council, to enable to the future regeneration and development of the area.

Recommendation

1. Approve the final Southgates Masterplan Development Brief Document and the preferred option as set out in Appendix 1.
2. Approve further feasibility and options testing for the development and delivery of the sites in the Southgates area.
3. Delegate authority to Assistant Director for Property and Projects in consultation with Portfolio Holder for Property, Portfolio Holder for Regeneration & Portfolio for Finance, to agree BCKLWN land contribution to Norfolk County Council's King's Lynn – Sustainable Transport and Regeneration Scheme (STARS) project.
4. Instruct Regeneration and Economic Development officers to progress with seeking further external funding that may be required to deliver the

scheme.

5. A further report is brought back to Cabinet to update on the outcome of the next steps detailed in sections 4 & 5 of this report and consider the final arrangements for overall scheme delivery in early 2024.

Reason for Decision

To guide the future regeneration of this gateway site to King's Lynn's town centre in line with the aims and objectives of the Heritage Action Zone, the Town Investment Plan and the corporate business plan objective to 'promote the borough as a vibrant place in which to live, to do business and as a leading visitor and cultural destination.'

1. Background

- 1.1 Heritage Action Zones (HAZ) was a national programme led by Historic England to work with places of historic importance and assets to boost economic growth, using the historic environment as a catalyst. The King's Lynn HAZ Delivery Plan sets out a vision for King's Lynn aimed at strengthening its role as a regional centre by using the major heritage assets of the town as a positive feature for encouraging sustainable growth. The five-year programme (2017-2022) identified a number of regeneration actions, one of which was focused around using brownfield sites to reinstate the urban structure and historic grain to improve the first impressions of the town for visitors, potential employers, employees and investors and to strengthen the town's regional position.
- 1.2 The Southgates Regeneration Area was a key element of the HAZ programme. Following extensive research commissioned by Historic England, in partnership with the Council as part of the early stages of the HAZ programme, funding was secured through the Norfolk Business Rates Pool to commission the next stage of detailed masterplanning and any necessary site investigations and surveys required to define the strategic vision for future redevelopment of the area. The site offers the potential to create a high-quality gateway to King's Lynn to change the perception and first impression of the town and strengthen the identity of King's Lynn as a sub-regional economic centre and visitor destination.
- 1.3 Over the last 15 years, the Council has progressed with strategic land acquisitions in the area to facilitate comprehensive redevelopment of the site and complement the existing regeneration that is well under way on the Nar Ouse Regeneration Area to the south. The site area contains a combination of vacant, derelict or properties in poor condition around the Southgate roundabout, the under-utilised Southgate Park and hoardings site to the east. The most significant feature of the area is the South Gate Scheduled Ancient Monument (SAM) and its striking central location as the key southern access into King's Lynn is paramount.

- 1.4 In June 2021, Cabinet approved the commissioning of a holistic and comprehensive masterplan for the area (site area in Appendix 4) to define the vision and establish the principles and options for redevelopment of this area. The aim was to bring strands of existing activity and studies together including; the Unlocking Brownfield Sites Study (2019), Local Cycling and Walking Infrastructure Plans (LCWIP), The King's Lynn Transport Strategy and the Southgate Gateway (Future High Streets Fund project).
- 1.5 Following a competitive tendering process BDP, in partnership with Urban Flow (transport specialists) and Montague Evans (property and development specialists), were appointed in January 2022 to undertake consultation, engagement, and a comprehensive review of previous work to prepare a number of options that considered land use, public realm, highways and transports for the area alongside an assessment of the potential viability, costs and delivery strategy for the scheme.

2. Options and Consultation

- 2.1 The Masterplan Development Brief Document (masterplan) has been developed through extensive consultation and detailed site analysis. An initial stakeholder workshop was held in early 2022 to gauge initial ideas and aspirations for the area. Through further engagement with members, officers, Historic England, Norfolk County Council, residents, and local stakeholders, a vision, design principles and site development options were developed. A preferred option was identified and subject to a four-week public consultation in October 2022 (full consultation report in Appendix 3).

The proposed Vision for the Southgates area is;

'The vision for Southgates is to create an attractive and active gateway to King's Lynn, which draws upon the rich past of the site in order to meet the needs of the present day, and optimise benefits for the town's residents and visitors alike.'

Building on the vision, objectives, and preferred option identified, a series of key principles were developed which have been organised into four site strategies;

- Placemaking and Urban Form
- Travel and Movement
- Heritage
- Environment and Sustainability.

The options development stage of the project involved;

- identification of a series of high-level scenarios, forming the basis for a series of more detailed Masterplan options;
- development of proposed scenarios and options through workshops and presentations with BCKLWN Members and local stakeholders. A recording of the project team's presentation to the BCKLWN

Regeneration and Development Panel can be found on the Council's YouTube channel: <https://www.youtube.com/watch?v=BAzstqPfxEk>

2.2 Preferred Option

A detailed description of the preferred option can be found on page 40 of the Southgates Masterplan Development Brief Document (Appendix 1). The preferred option would create a diversion around the South Gate, would create up to 115 residential units, ground floor commercial space and would deliver comprehensive public realm improvements to the town's gateway.

The preferred option was chosen on the basis that it considered to:

- Present a much-improved setting for the South Gate monument, with the realigned London Road some c.15-25m distant from it.
- Create substantial opportunities for new public realm and related amenities, including the opening of the new views to the South Gate.
- Create the potential for the relocation of enhanced / enlarged green space in replacing that area of the park affected by London Road realignment.
- Deliver a considerably calmer traffic environment for local people in the South Gate vicinity
- Improve the presentation of the east-west Vancouver Avenue to Wisbech Road link as a 'street' in contrast to the present dominant traffic carrying 'road(s)'.
- Maintenance of movement through South Gate through alignment of pedestrian and cycle links (in line with King's Lynn LCWIP).
- Enable the provision of coherent and convenient walking links across the Southgates area, connecting communities and opportunities.
- Create dedicated cycle facilities including the potential for segregated cycle lanes, for example an east-west lane from Vancouver Avenue to Wisbech Road.
- Create an opportunity to provide integrated bus priority facilities within the re-planned road arrangement, led by NCC as the public lead authority for public transport, who have undertaken consultation under the Bus Service Improvement Plan Consultation.
- Deliver an arrangement of development land parcels in such a way that site areas are more sizable and favourable in development terms, with more straightforward access.

For the ambition of the preferred option to be achieved, a significant proportion of the significant funding will be public investment. This is detailed further in section 5 of this report and potential sources of funding identified.

2.3 Public Consultation Results

From early 2022 BDP began a series of stakeholder engagement sessions. A letter went to households and business within the Southgates area inviting people to have 1-2-1 meetings about the proposals. Stakeholder meetings were held with local interest groups and statutory organisations to inform the development of the preferred option.

Public consultation on the preferred masterplan and the Development Brief attracted more than 100 people to drop-in sessions. 128 survey responses were received, along with a number of detailed responses from stakeholder groups and organisations.

In summary, the results of the public consultation were;

- 81% agreed with the level of ambition proposed by the Masterplan.
- 77% agreed with the proposed Masterplan vision.
- 83% agreed that traffic movements should be diverted around the South Gate in order to protect the structure from damage and provide an appropriate setting.

In addition, key stakeholders, including Historic England (who have provided a letter of endorsement for the Masterplan Development Brief Document) and Norfolk County Council, were consulted. The full results and feedback received during the consultation are available in the Southgate Area Masterplan Consultation Report (Appendix 3).

We have engaged and consulted with landowners within the area and will continue to do so as the project evolves (see section 7 for further details).

3. Final Southgates Masterplan Development Brief Document

- 3.1 The preferred option at public consultation has been refined taking into consideration the consultation feedback to produce the final Masterplan Development Brief Document (Appendix 1). The final development brief has drawn together the vision and design principles to set out a schematic development layout to transform the site and enhance the setting of this historic gateway to King's Lynn. Cabinet are recommended to endorse this document as the policy to guide the future regeneration of the area (recommendation 1).

4. Recommended Next Steps to Progress Scheme

- 4.1. Montague Evans (property and development specialists) have provided advice on viability, options and approach to delivery of this complex project. Given that the site comprises historic assets, primary highway infrastructure, existing brownfield sites (both in BC and third-party ownership) it is envisaged that the regeneration of this area will need to be brought forward in phases in order to deliver and require public investment to do so in order to achieve the full ambition for the area.

This is likely to be a combination of delivery involving BCKLWN, NCC and potential private sector partners. The recommended next steps to develop the scheme further are detailed below.

1. Governance arrangements to oversee the comprehensive transformation of the area.
2. Delivery strategy and phasing.
3. External funding
4. Landowner Coordination (Exempt section 7)

4.2 Governance

In line with BCKLWN's approach to project management, the following governance and programme management structure is proposed and includes NCC as a key strategic partner (Appendix 5) and lead council for the delivery of elements of the scheme. The governance reflects the various workstreams, partnership working and decision-making responsibilities to progress the next stage of development of the scheme. This may be subject to the relevant funding programme and will be subject to change.

This is important in recognition of NCC's role as Accountable Body for delivery of the STARS project and the implications this has on the Council's land and assets (as detailed in section 7.4). The next stage of the project will include discussions with NCC to formalise each partner's roles and responsibilities in a Partnership Agreement.

4.3 Planning Implications

There is a potential for the masterplan to be a Supplementary Planning Document (SPD) to ensure that any development is true to the masterplan's vision and informs the development of planning applications in the area, particularly where there are third party landowners. SPDs build upon and provide more detailed guidance about policies in the Local Plan. Legally, they do not form part of the Local Plan itself and they are not subject to independent examination, but they are material considerations in determining planning applications.

This provides a greater sense of certainty, confidence and guidance to the developers on the parameters, type and quality of development will be expected to come forward in the area. The masterplan has been through extensive public consultation, and has been prepared in accordance with the requirements of a Supplementary Planning Document (SPD). However, due to the current cycle of the Council's Local Plan Review, it is not possible to adopt it as an SPD at this stage. It is anticipated the next opportunity to adopt the masterplan as an SPD would be through the next Local Plan, which is anticipated to be 5-6 years unless there are changes to the NNPF that provides an opportunity to do so.

In the interim it is recommended the masterplan is adopted as a Development Brief to be a material consideration in the event of any future planning application. Planning applications will be required in due course for the development proposed in the Southgates masterplan. As

with all planning applications, these will be considered in accordance with the development plan, taking into account any other material considerations. The adoption of the Southgates masterplan will be a material consideration in the determination of the planning applications.

4.4 Scheme Viability

The masterplan's viability has been tested through factoring in relevant values and costs into cash-flowed development appraisals. It is important to note that the current appraisals are indicative appraisals based on high level assumptions and on current market values and costs. It does not take the abnormal costs into account.

The next steps will involve testing and completing more detailed appraisals as greater scheme information is developed, including evaluation of abnormal costs, a full cost schedule; and so also to reflect changes in construction costs (which are subject to significant inflation at present) and the property market.

The Corporate Projects team will assess abnormal costs based on available information about the site and recent construction at NORA under the Major Projects Construction Programme. This will be needed to gain more insight into the likely viability gap and inform any future bids for funding (as detailed below).

4.5 Delivery Options

The Delivery Strategy Report (EXEMPT Appendix 2) sets out options available to the Council to take the scheme forward to development. The delivery options include;

- a. Direct Development / Delivery by Council – similar to the way the Major Housing programme operates.
- b. Development Agreement with a third party, potentially with Housing Associations (including West Norfolk Housing Company) with Affordable Housing grant.
- c. Developer / Asset Management – private developer
- d. Site Specific Corporate or Contractual Joint Venture
- e. Overarching Delivery Vehicle

At this stage based on the strategy report and initial viability appraisal, it is anticipated the options most likely to secure delivery of the scheme in line with the masterplan would be through options a, b or c.

The further viability work required by officers to explore all options further will include;

- Review and quantify the extent of abnormal costs and potential funding sources (see section 5) based on further site investigation and comparison against abnormal costs (factoring in inflation) on similar schemes delivered by the council under the major housing programme.

- Discussions with housing providers/associations on their interest to deliver the scheme using their access to affordable housing grant.
- Explore opportunities for funding/partnership working with Homes England
- Further market testing with local developers and third-party landowners in the area.

Recommendation 5 of the report refers to bringing a further report back to cabinet in early 2024 following the results of the further work above and recommendations for a preferred delivery route for the Council to proceed with.

4.6 Programme and Phasing

Montague Evans (property specialists) have recommended that given the complex nature of the scheme it would require phasing that prioritises the highway and public realm infrastructure to be developed first. This would be done in parallel with the design of the development plots. Delivery of the highway and public realm infrastructure first also offers the potential to add value to the development sites. It is anticipated that a regeneration scheme of this complexity will be delivered over a period of around 6-10 years subject to market conditions and funding opportunities. The phasing will be significant in terms of managing cashflow and levels of borrowing required while ensuring the optimum returns and regeneration benefits are achieved on each site.

The STARS workstream (see section 5.1) to be funded through LUF is expected to be delivered by 2027; because of the extent of works and associated disruption it is envisioned that highways and infrastructure works would complete before any work to residential/development plots. It is therefore crucial that during the development and delivery of the STARS element of the scheme that work continues by officers to coordinate and test the delivery options set out in 4.5 through further detailed feasibility of the development sites, including potential funding that may be required to support the abnormal site costs.

5 External Funding

Recommendation 6 seeks approval to instruct officers to seek further external funding to support delivery of the scheme. The following funding opportunities are considered the highest priority at this moment in time based on the initial viability and delivery strategy set out in 4.4; if other funds become available that aligns with the project then these will also be considered/progressed.

5.1 Levelling Up Fund: King's Lynn Sustainable Transport And Regeneration Scheme (STARS)

During the development of the masterplan, Levelling Up Fund (LUF) round 2 was announced by government. A decision was taken by

Norfolk County Council (NCC) to focus their application for Norfolk under the Transport strand of LUF on King's Lynn with the Southgates and Gyratory scheme (which was removed from the Towns Fund following the reprioritisation in 2022).

A £24million bid was approved in January 2023 of which £18,945,900 is to support the Southgates Sustainable Transport, bus priority and active travel (walking and cycling) scheme as part of the wider STARS project. The submitted scheme at the time was in line with the evolving highways and public realm proposals for the Southgates as developed by BDP in the Masterplan. Details on submission were presented to R&D on 23rd June 2022. <https://youtu.be/GuF4jd6Uhgs?t=5832>

This represents a significant step for the overall programme. The next steps for the Southgates element of the scheme will be to rapidly progress to the detailed and technical design required.

A 'local contribution' is required for all LUF projects. NCC have confirmed they will be providing a capital contribution to the scheme. In addition, the report to cabinet in June 2022 agreed in principle to a land contribution from BCKLWN. Further details are set out in section 7 of the report.

5.2 Brownfield Land Release Fund

Up to £180 million Brownfield Land Release Fund (BLRF2) capital grant funding is available to all English councils over a three-year period to support the release of council-owned brownfield land for housing. Land can be defined as "released" when: a) an unconditional contract, development agreement or building licence with a private sector partner is signed, or a freehold or leasehold transfer takes place b) Land has transferred to a development vehicle owned, or partly owned, by the local authority; or c) The point at which development begins on site if (a) and (b) have not happened.

Funding is available for up to £2m of front capital to address viability issues arising from abnormal costs. The type of abnormal costs requiring funding may include but are not limited to:

- Site levelling, groundworks, demolition, remediation;
- Provision of small-scale infrastructure;
- Highways works or other access challenges;
- Addressing environmental constraints;
- External works, substructure and piling;
- Asbestos removal;
- Sewer diversions.

Further work is required to develop a remediation strategy and cost estimate to inform a funding application to the BLRF. It is therefore recommended officers works towards preparing a submission under Round 3 of the BLRF, through the One Public Estate partnership expected in 2023/24.

The proposal is to submit an application for the council-owned land at Southgates (as defined in Appendix 4). Applications are assessed on the following criteria;

- Priority to highest priority areas for levelling up
- Pass/Fail – designated brownfield land, council-owned sites, capital works, identified housing need, evidence of Value for Money, market failure/viability gap, deliverability.
- If the project passes both eligibility and gateway criteria, it will be prioritised for funding using the following criteria: Place-based metrics 50%, Strategic case 35%, Innovation 10%, Public Sector Equality Duty 5%.

5.3 Devolution Deal and potential funding opportunities

The Norfolk Devolution Deal sets out details of capital funding of £6.98M to support the delivery of new homes on brownfield sites through collaborative working between NCC and district/borough councils. Other capital funding of £5.9M for housing and regeneration priorities will be available for Norfolk in the current spending review period. The deal also sets out how collaborative work with Homes England and DLUHC will identify a pipeline of sites where barriers can be unlocked to deliver affordable housing, regeneration and wider housing growth. Given the stage of development this scheme is at, it is recommended that officers prioritise the Southgates programme for devolution funding.

6. Policy Implications

- 6.1 The corporate business plan sets the priorities to drive up economic growth, and create a prosperous future for the people that live and work here, whilst ensuring that the quality of life and natural assets of the area are preserved. One of the six priority areas includes;
- driving local economic and housing growth
 - develop our town centres and the rural offering;
 - recognised as great places to live, visit and invest into.
- 6.2 Part of the masterplan area is allocated as part of the King's Lynn Riverfront Regeneration Area for mixed use and residential development in the Site Allocations and Development Management Policies document (2016) (Site E1.11), and is supported by policies within the current SADAMP and the Local Plan Review. Both current and draft planning policy set a vision for King's Lynn as an urban centre of regional significance, which effectively balances the needs of conservation with those of renewal and strategic growth.
- 6.3 The masterplan area lies within the King's Lynn 'development boundary', within which the principle of development is supported by a raft of policies in the Local Plan and Local Plan Review.
- 6.4 The scheme was identified as a priority project in the Heritage Action Zone (HAZ) Delivery Plan. The joint initiative with Historic England recognises the strategic importance of ensuring development of this

brownfield site is a high quality and complementary development to the town's historic core. While the HAZ programme has ended, a number of schemes, including Southgates, have emerged as a high priority to progress, with support from Historic England, beyond the HAZ programme.

6.5 Regeneration of the Southgates area was included as high priority for regeneration in The King's Lynn Town Investment Plan (2021), but it wasn't prioritised for funding under the Town Deal because of the stage of development the scheme was at the time. However, its strategic importance to the town was recognised and included in the 10-year pipeline of projects to be progressed at the appropriate time.

7 Financial Implications

EXEMPT

8 personnel Implications

8.1 The Regeneration & Economic Development Team has led the development of the masterplan and accompanying funding applications. The next phase of the scheme moves towards further detailed development in consultation with other departments where appropriate. It is anticipated Corporate Projects, with support from Property Services, takes over the scheme delivery (if the council takes a direct delivery role) when the final scheme is agreed. If the scheme goes to implementation phase the Council will need to review the internal resources required to ensure it has the appropriate capacity and expertise to deliver a scheme of this scale.

9 Statutory Considerations

9.1 A decision is needed on whether the Southgates Masterplan Development Brief document will be taken forward as a Supplementary Planning Document.

9.2 The Southgate is an asset which BCKLWN has statutory responsibility to maintain and preserve.

10 Risk Management Implications

A series of high-level risks have been identified at this stage. The route to deliver this project to therefore minimise/manage the level of risk exposed to the council balanced against the required level of return is critical.

| Risk | Risk Implications and Mitigation | Level of Risk |
|------|----------------------------------|---------------|
|------|----------------------------------|---------------|

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|---------------------------------|---|--------|
| External funding is not secured | <p>Risk Resources and approvals to progress with scheme puts Levelling Up Fund (secured by NCC) at risk. Opportunity to progress other external funding i.e. Brownfield Land Release Fund impacts on ability to achieve the full ambition set out in the masterplan</p> <p>Consequences/Mitigation Opportunity to secure external funding means the full scheme and ambition is not achievable. The Council and County Council will need to consider alternative funding mechanisms to meet infrastructure/abnormal costs and provide appropriate level of resource to secure this. Will need to be considered including prudential borrowing or use of capital receipts.</p> | Low |
| Scheme viability | <p>Risk Outcome of the next phase work results in higher abnormal costs than expected and the ability to secure third-party funding to bridge the funding gap. Lack of developer/investor interest and change in market conditions impacts on scheme.</p> <p>Consequences/Mitigation Reduces the investment potential of the scheme and ability to secure third parties to develop.</p> <p>Next stage of development will include further exploration with Homes England on delivery options and funding.</p> | Medium |
| Reputational damage | <p>Risk Adverse publicity detracts from the overall benefits of the scheme.</p> <p>Consequences/Mitigation Establish Stakeholder Forum to engage key stakeholders during the development of the scheme. Develop Communications plan for the next phase of work</p> | Medium |
| Land control | <p>Risk Land in third-party ownership is not available.</p> <p>Consequences/Mitigation The council will need to determine its role in this and whether it will utilise CPO powers if needed to ensure a comprehensive scheme.</p> | High |
| Planning | <p>Risk Planning consent for the scheme is not achieved</p> <p>Consequences/Mitigation Ambition set out in the masterplan is not achieved. Alternative scheme would have to revert back to a 'do minimum' scheme which would not achieve the transformation aspired for in the area.</p> <p>Planning, NCC & Historic England have been engaged</p> | Low |



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| | early in the masterplan process and will continue to be through the next stages of development, including progressing with adoption as an SPD to provide greater level of certainty to third parties. | |
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Equality Impact Assessment (EIA)

(Pre screening report template attached)

Declarations of Interest / Dispensations Granted

None

Background Papers

1. Southgates Masterplan Development Brief Document
2. **EXEMPT** Southgates Masterplan Delivery Strategy (Private & Confidential)
3. Southgates Masterplan Public Consultation Results
4. Southgates Regeneration Area Landownership Plan.
5. Southgates proposed governance

| | | | | | |
|---|--|--|----------|---------|--------|
| Name of policy/service/function | Regeneration & Economic Development | | | | |
| Is this a new or existing policy/ service/function? | New / Existing (delete as appropriate) | | | | |
| Brief summary/description of the main aims of the policy/service/function being screened. Please state if this policy/service rigidly constrained by statutory obligations | New masterplanning policy for the regeneration of the Southgates Regeneration Area which forms part of the wider Town Investment Plan for King's Lynn. | | | | |
| Question | Answer | | | | |
| <p>1. Is there any reason to believe that the policy/service/function could have a specific impact on people from one or more of the following groups according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p> | | Positive | Negative | Neutral | Unsure |
| | Age | | | X | |
| | Disability | | | X | |
| | Gender | | | X | |
| | Gender Re-assignment | | | X | |
| | Marriage/civil partnership | | | X | |
| | Pregnancy & maternity | | | X | |
| | Race | | | X | |
| | Religion or belief | | | X | |
| | Sexual orientation | | | X | |
| Other (eg low income) | X | | | | |
| Question | Answer | Comments | | | |
| 2. Is the proposed policy/service likely to affect relations between certain equality communities or to damage relations between the equality communities and the Council, for example because it is seen as favoring a particular community or denying opportunities to another? | Yes / No | | | | |
| 3. Could this policy/service be perceived as impacting on communities differently? | Yes / No | | | | |
| 4. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination? | Yes / No | It would be a positive impact on communities, by improving perception of the town, enhancing active travel and bus service infrastructure to support modal shift, health and wellbeing and increasing opportunities for people to live and work in the town. | | | |
| 5. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions? If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section | Yes / No | Actions: | | | |
| | | Actions agreed by EWG member: | | | |
| Assessment completed by: J Curtis | | | | | |
| Job title Regeneration Programmes Manager | Date 13/02/2023 | | | | |

Please Note: If there are any positive or negative impacts identified in question 1, or there any 'yes' responses to questions 2 – 4 a full impact assessment will be required.