



**Environment and Community Panel**  
**Tuesday, 9th April, 2024 at 4.30 pm**  
**in the Council Chamber, Town Hall, Saturday Market  
Place, King's Lynn PE30 5DQ**

**Reports marked to follow on the Agenda and/or Supplementary  
Documents**

1. **Cabinet Report - Gypsy and Traveller Preferred Sites - 30 minutes**  
(Pages 2 - 310)

**DRAFT GYPSY AND TRAVELLER PROPOSED SITES AND POLICY  
CONSULTATION DOCUMENT AND FULL SITE ASSESSMENTS.**

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



## **Borough Council of King's Lynn and West Norfolk Local Plan Examination**

### **Gypsy and Travellers and Travelling Showpeople Proposed Site Allocations and Policy Consultation**

**April 2024**

## Contents

1. Scope of this document.....	3
2. Gypsies and Travellers in Kings Lynn and West Norfolk.....	3
3. Permanent Accommodation Requirements.....	4
4. Proposed Approach to meeting the Accommodation Needs .....	4
5. Potential Planning Policy for Accommodating those Households who do Not Meet the Planning Definition or are classified as undetermined in the GTAA. ....	10
6. Existing Sites to be Allocated .....	11
<u>GT14: Land at Blunts Drove (Proposed Allocation) Social Site.....</u>	12
GT17 Land at The Lodge, Small Lode, Upwell (Proposed Allocation) .....	13
GT18 Land at 2 Primrose Farm, Small Lode, Upwell (Proposed Allocation).....	14
GT21 Land at Four Acres, Upwell (Proposed Allocation) .....	15
7. Proposed Existing Sites to be Safeguarded and Intensified.....	16
GT05 19 - 121 Magdalen Road, Tilney St Lawrence (1Pitch).....	17
GT09 The Stables, Marshland St James (1Pitch) .....	18
GT11 Homefields, (Western Side, Goose Lane), Marshland St James (1Pitch).....	19
GT20 Land at Botany Bay, Upwell (1Pitch).....	20
GT28 Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk (2 Pitches).....	21
GT34 Land at Creakesville, South Creake (1Pitch).....	22
GT54 Land at the Pines, Whittington (1Pitch) .....	23
GT55 Land at Victoria Barns, Basin Road, Outwell (1Pitch) .....	24
GT56 Wheatley Bank, Walsoken (9 pitches).....	25
GT59 Land at Spriggs Hollow, Wiggshall St Mary Magdalen (4 Pitches) .....	26
<u>GT65 Tall Trees, Downham Road Salters Lode Downham Market (4 pitches).....</u>	27
GT66 Land at Brandon Road, Methwold (1Pitch).....	28
Pitches Authorised at:.....	29
<u>GT29: Number 2, The Stables (1Pitch) .....</u>	29
GT59 Spriggs Hollow Wiggshall St Mary Magdalen, (1Pitch).....	30
<u>GT65 Tall Trees, Downham Road Salters Lode Downham Market (1 pitch) .....</u>	31
Land for Travelling Showpeople.....	32
GT25 Land at the Oaks, Northwold (2 pitches) .....	32
GT62 Land at Redgate Farm, Magdalen Road, Tilney St Lawrence (2 pitches).....	33
8. How to Respond to this Consultation?.....	34

## 1. Scope of this document

- 1.1. This document follows the previous Potential Sites and Policy Consultation and identifies those sites that the Council are proposing to allocate to accommodate the needs for the Gypsy and Traveller Community.
- 1.2. The Council's Local Plan is required, by the National Planning Policy Framework (NPPF), to identify and meet accommodation needs for Gypsies and Travellers and Travelling Showpeople for the first five-years of the Local Plan period to 2027. The documents seek to achieve this through a combination of ways:
  - Identifying those sites appropriate for accommodating the required Gypsy and Traveller and Travelling Showpeople need; and
  - Planning policies to help manage future development for Gypsy and Traveller use over the plan period.
- 1.3. We are seeking your views on the following:
  - The proposed sites/yards proposed as allocations to accommodate the five-year needs; and
  - The proposed planning policies and site-specific policies designed to manage new Gypsy and Travellers and Travelling Showpeople developments in the future.
- 1.4. Full details of how to respond to the forthcoming consultation (10 May – 21 June 2024) are available in Section 8 of this document.

## 2. Gypsies and Travellers in Kings Lynn and West Norfolk

- 2.1. There is a well-established Gypsy & Traveller Community in the Borough. Most sites are privately owned family sites with close and extended family members. Much of the future need is arising from these sites where children and existing family members require their own pitches over the plan period.
- 2.2. There are around 60 existing authorised and unauthorised sites across the Borough with 200 pitches and plots. These sites vary in size, but the majority are small in scale and are privately owned. There are currently two public sites in the Borough; one at Saddlebow on the edge of King's Lynn, and the other at Blunts Drove, in the parish of West Walton.
- 2.3. Most of the existing sites are in the Fens area of the borough, to the east of Wisbech. Over 70% of existing sites are situated in the parishes of Outwell, Upwell and Walsoken and it is these areas where a particular current and future need has been identified.



### 3. Permanent Accommodation Requirements

- 3.1. In January 2023, the Council commissioned a Gypsy and Traveller Accommodation Assessment (GTAA) which is published alongside this consultation document. This study provides the evidence on accommodation need that we will plan for until 2039.
- 3.2. The information provided in the GTAA is based on interviews with Gypsies, Travellers and Travelling Showpeople that were undertaken on sites and yards across the Borough. It identifies accommodation need for households that meet the planning definition in the PPTS; households who do not; and households that are undetermined. Those households needs that do not meet the definition or are undetermined will be managed in accordance with proposed Policies in this document and other Local Plan policies.
- 3.3. Since the publication of the Gypsy and Traveller Accommodation Assessment (GTAA), decisions on recent planning appeals and permissions has resulted in the number of pitches required over the plan period and within the first 5-years being reduced from 102 to 95 and 76 to 69 respectively.

#### ***Gypsy and Traveller Accommodation Requirements to 2039***

Year Period	Dates	Need
0-5	2023-2027	69
6-10	2028-2032	10
11-15	2033-2037	11
16-17	2038-2039	5
0-17		95

- 3.4. The needs assessment identified a requirement for 3 plots in the first 5-years for Travelling Showpeople.

#### ***Gypsy Traveller and Travelling Showpeople Accommodation Requirements to 2039***

Year Period	Dates	Need
0-5	2023-2027	3
6-10	2028-2032	0
11-15	2033-2037	1
16-17	2038-2039	0
0-17		4

### 4. Proposed Approach to meeting the Accommodation Needs

- 4.1. Accommodation needs should be met on authorised pitches/plots where a specific need is arising. Pitches for Gypsy and Travellers ordinarily include space for a static caravan, a tourer, car parking, a dayroom and open space. The Gypsy and Traveller Accommodation Assessment (GTAA) advises that teenage children's accommodation needs can sometimes be met through the provision of

a touring caravan. Similarly, adults may not need a formal pitch, but their accommodation needs could be met through provision of additional touring caravans.

- 4.2. Typically, pitch densities on-site are lower than for normal residences. Accordingly, in calculating the capacities for new sites, a standard of 7 pitches per ha is utilised, although final capacity may vary on a site-by-site basis, with reference to development constraints and existing occupation.
- 4.3. Plots for Travelling Showpeople also include the above but tend to be larger still. These generally require space for equipment such as for fairs and rides that need to be stored on-site, for security and maintenance.
- 4.4. Commonly, there is a desire for households to remain on a family site. It is therefore proposed, where there is available capacity, that accommodation should be provided on existing lawful sites in the first instance to meet requirements. These sites already benefit from planning permission, services and could have the potential to accommodate additional pitches either through intensification or extension.
- 4.5. Unauthorised sites will then be assessed to see if they can be formalised through an allocation in the Plan. Both assessments have been systematically undertaken within the Council Site Assessments for Gypsy and Traveller Provision.
- 4.6. The Council anticipate that the majority of the first five-year requirements could be met on existing sites where needs are arising (subject to any identified planning constraints being overcome). This also works in the interests of making the most efficient use of existing sites and ensuring that need is genuinely met in the correct locations.
- 4.7. Any residual requirements are proposed to be met through new site allocations.
- 4.8. To understand whether the identified needs can be met through the intensification of existing sites, the Council has undertaken a site assessment for all existing Gypsy and Traveller and Travelling Showpeople sites/ yards across the Borough. This has looked at all known planning constraints such as access, flood risk and access to local services. It has then identified whether sites are available, suitable and deliverable for further development. Due to the nature of these sites and because the needs are arising from individual sites, the Council has included those sites, as exceptions that would normally be discounted on suitability grounds. The Council believes that where existing sites have an opportunity to meet these direct accommodation needs, then a planning balance needs to be made between meeting these needs and the level of planning constraints present at this time.

- 4.9. The Policies on Pages 7 to 10 (below) identify the list of sites and yards that have the potential to accommodate some of the required need. In most cases, the need has directly arisen from existing and established these sites. The proposed numbers of pitches and/ or plots for sites are indicative at this stage. The policies also provide a framework to assess any future planning proposals.
- 4.10. The site profiles from Page 12 provide more detail about each site and a location plan showing the extent of the site/yards safeguarded and allocated for future growth.

## **POLICY A: Safeguarded and Allocated Sites for Gypsies and Travellers, and Travelling Showpeople**

1. The permanent accommodation needs of the Borough's Gypsy and Traveller community will be met through the provision for approximately 69 permanent pitches to be delivered by 2027. This will be achieved through a combination of measures including, the establishment of pitches within an existing authorised Gypsy and Traveller site and/or the extension and/or intensification of existing authorised Gypsy and Traveller sites at:

<b>Ref</b>	<b>Site Name/address</b>	<b>Number of additional Pitches in relation to their existing capacity</b>
<b>GT05</b>	19 - 121 Magdalen Road, Tilney St Lawrence	1
<b>GT09</b>	Land at the Stables	1
<b>GT11</b>	Homefields, (Western Side, Goose Lane), Marshland St James	1
<b>GT14</b>	Land at Blunts Drove	10
<b>GT17</b>	Land at The Lodge, Small Lode, Upwell	12
<b>GT18</b>	Land at 2 Primrose Farm, Small Lode, Upwell	12
<b>GT20</b>	Land at Botany Bay, Upwell	1
<b>GT21</b>	Land at Four Acres, Upwell	5
<b>GT28</b>	Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk	2
<b>GT34</b>	Land at Creaksville, South Creake	1
<b>GT54</b>	Land at the Pines, Whittington	1
<b>GT55</b>	Land at Victoria Barns, Basin Road, Outwell	1
<b>GT56</b>	Wheatley Bank, Walsoken (South of Worzals parallel to A47)	9
<b>GT59</b>	Land at Spriggs Hollow, Wiggenhall St Mary Magdalen	4
<b>GT65</b>	Tall Trees, Downham Road Salters Lode Downham Market	4
<b>GT66</b>	Land at Brandon Road, Methwold	1

2. The formalisation of unauthorised pitches in use by the Gypsy and Traveller community at:

<b>Ref</b>	<b>Site Name/address</b>	<b>Number of Pitches to be Authorised</b>
<b>GT29</b>	No 2 The Stables, (Rear of stables), Lynn Road, Wiggenhall St Germans	1
<b>GT59</b>	Spriggs Hollow, Wiggenhall St Mary Magdalen	1
<b>GT65</b>	Tall Trees, Downham Road Salters Lode Downham Market	1

3. for Travelling Showpeople at:

Ref	Site Name/address	Number of additional Plots in relation to their existing capacity
<b>GT25</b>	Land at the Oaks, Northwold	1
<b>GT62</b>	Land at Redgate Farm, Magdelan Road, Tilney St Lawrence	2

4. The Council will safeguard existing authorised sites, new allocated sites and windfall sites with permanent permission.

5. The development of these sites should, where appropriate:

- a) Should provide sufficient access and turning space for emergency and refuse vehicles;
- b) provide clearly define individual pitches/plots. Pitch/plot boundaries should use appropriate boundary treatments and landscaping which is sympathetic to, and in keeping with, the surrounding area. These may include fences, low walls, hedges and natural features, but should not 'enclose' them with inappropriately high, close-boarded fencing;
- c) amenity buildings or day rooms should be the minimum size necessary to provide required facilities, be sensitively sited, and use sympathetic materials;
- d) on larger sites (5 or more pitches), and smaller sites where other provision is not available, a safe children's play area should be provided;
- e) be clear separation between public areas (e.g. play areas) and private spaces. Communal areas without clear usage should be avoided as they may attract vandalism, fly-tipping or unauthorised caravans;
- f) provide a detailed flood risk assessment and drainage plan;
- g) provide proportionate levels of external lighting based on the size of the site, its location and any potential biodiversity impact. Any lighting scheme will be required to avoid a detrimental impact on the surrounding locality by avoiding light spill outside of the site.

6. Proposals which result in the loss of existing authorised Gypsy and Traveller sites/yards and/ or pitches/plots will not be supported unless it can be demonstrated that there is no longer a need for such accommodation on the relevant site.

## **POLICY B: Proposals for New Gypsy and Traveller Accommodation**

1. Away from existing sites, proposals for new Gypsy and Traveller sites, should, where appropriate:
  - a) not lead to an unacceptable impact on highway capacity and safety;
  - b) be of a scale that is appropriate to local character, its local services and infrastructure and would not overwhelm the nearest settled community;
  - c) provide satisfactory access to community services and facilities such as health and education provision;
  - d) not lead to a severe impact on the highway network in terms of highway capacity;
  - e) should be in a sequentially preferable location in relation to flood risk and not increase the risk of flooding elsewhere;
  - f) have the ability to connect to all necessary utilities on the site including mains water, electricity supply, drainage, sanitation and provision for the screened storage and collection of refuse, including recyclable materials;
  - g) have the ability to be well integrated into the local townscape or landscape, have no unacceptable impact on biodiversity and/or heritage assets and use boundary treatments and screening materials which are sympathetic to the existing urban or rural form;
  - h) ensure the amenity of the Gypsy and Traveller community and the settled community is managed appropriately in accordance with other Local Plan Policies;
  - i) ensure that there is sufficient space for the planned number of pitches, outdoor space, day rooms, parking and the safe movement of personal and commercial vehicles.
2. Where the identified need has been fully met, small extensions to, or intensification of, an existing authorised, well managed site may be supported if there is a need specific to the household on site.
3. Any development granted under this policy will be subject to a condition limiting occupancy to Gypsies and Travellers and/ or Travelling show people.
4. To safeguard the countryside, the expansion of sites should be achieved through the subdivision or infilling of existing pitches or plots. Where a site cannot be subdivided, expansion will be considered provided that the area of expansion is directly adjoining the existing site and has no adverse impact on the area.
5. Proposals which result in the loss of existing authorised Gypsy and Traveller sites/yards and/ or pitches/plots will not be supported unless it can be demonstrated that there is no longer a need for such accommodation on the relevant site.

## 5. Potential Planning Policy for Accommodating those Households who do Not Meet the Planning Definition or are classified as undetermined in the GTAA.

5.1. The GTAA has considered the need for other nomadic households and/ or groups that do not meet the planning definition for Gypsies and Travellers, as defined by the Planning Policy for Traveller Sites (PPTS). Housing needs for these groups would be addressed through general housing policies in the Local Plan.

5.2. Houseboat moorings are, by their nature, situated along navigable watercourses (e.g. River Great Ouse, River Wissey or Fenland navigations). Proposals for new private moorings would be considered in terms of access to services and facilities by active travel.

### **Proposed Policy C: Caravans, Park Homes and Houseboats**

1. Proposals for the delivery of new caravan pitches or park homes, or extensions to existing caravan or park home sites, will be supported where they are located on sites which would be acceptable for permanent dwellings and satisfy other relevant policies in the Local Plan.
2. Proposals for additional private houseboat moorings should, wherever possible, be situated where local services and facilities are accessible by active travel means.

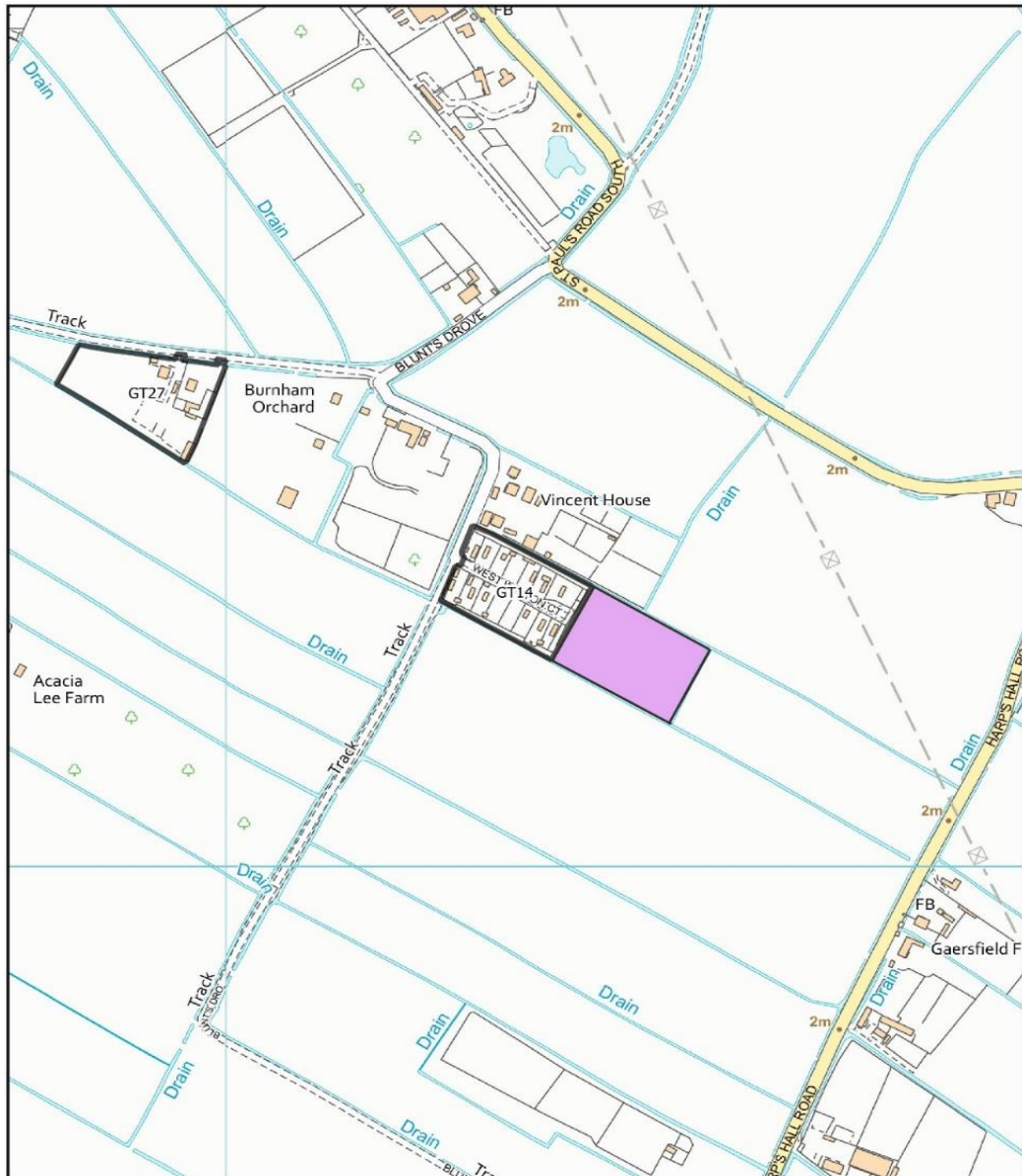
## 6. Existing Sites to be Allocated

7.7. The following sites will be allocated for Gypsy and Traveller use for the number of pitches proposed:

Site Reference	Location	Existing Number of Pitches	Number of Pitches Proposed
<b>Proposed Sites for Allocation at:</b>			
GT14	Land at Blunts Drove		<b>10</b>
GT17	Land at The Lodge, Small Lode, Upwell		<b>12</b>
GT18	Land at 2 Primrose Farm, Small Lode, Upwell		<b>12</b>
GT21	Land at Four Acres, Upwell		<b>5</b>



# GT14: Land at Blunts Drove (Proposed Allocation) Social Site



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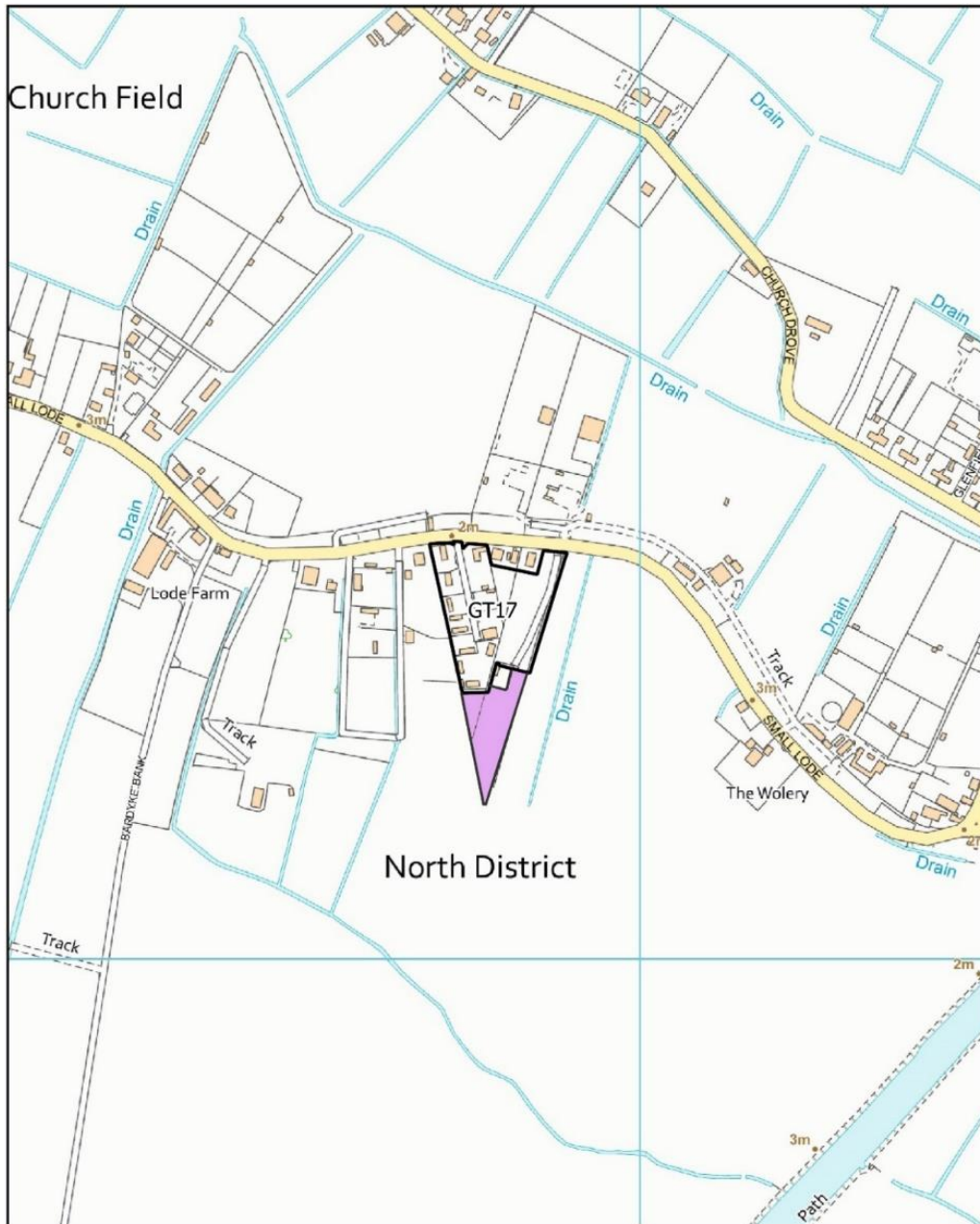
GT14 & GT27



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# GT17 Land at The Lodge, Small Lode, Upwell (Proposed Allocation)



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**GT17**

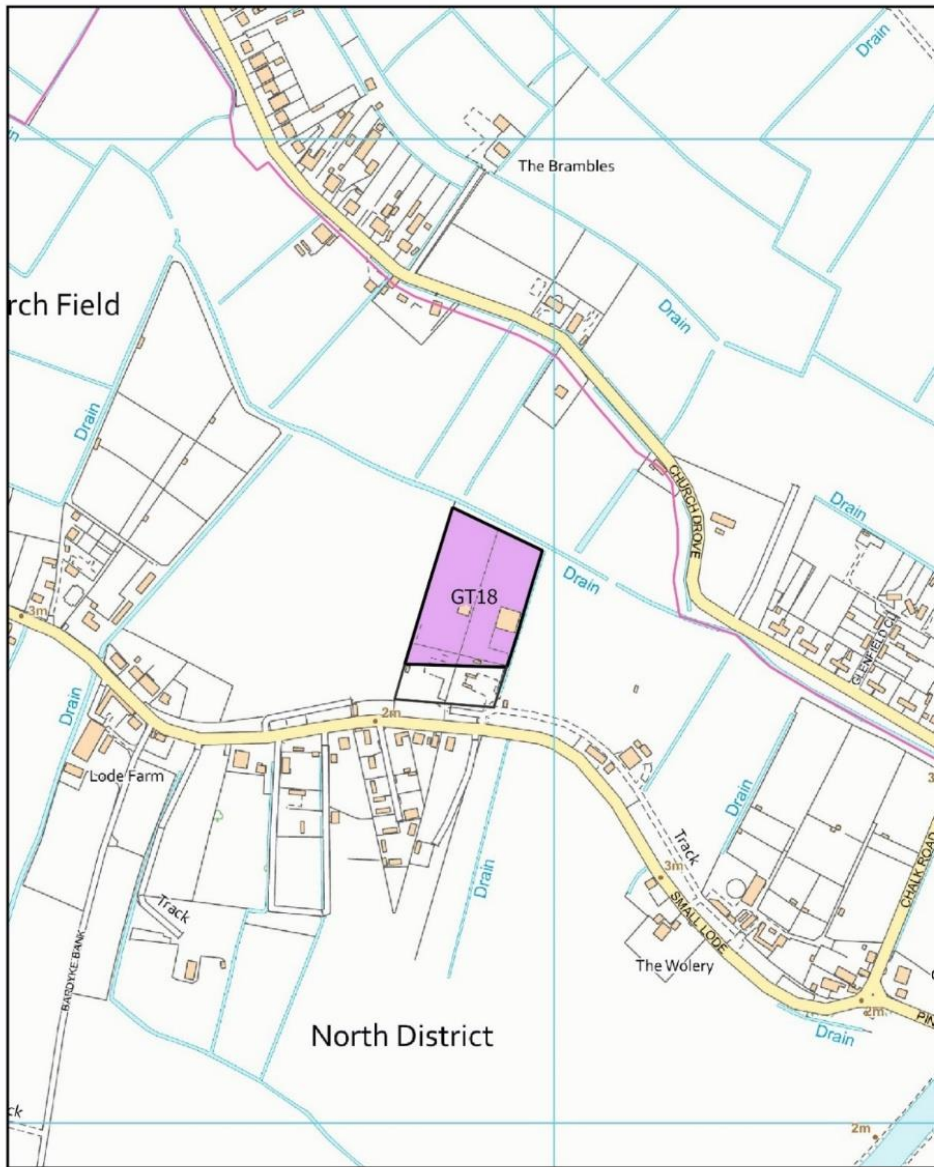


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# GT18 Land at 2 Primrose Farm, Small Lode, Upwell (Proposed Allocation)



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**GT18**

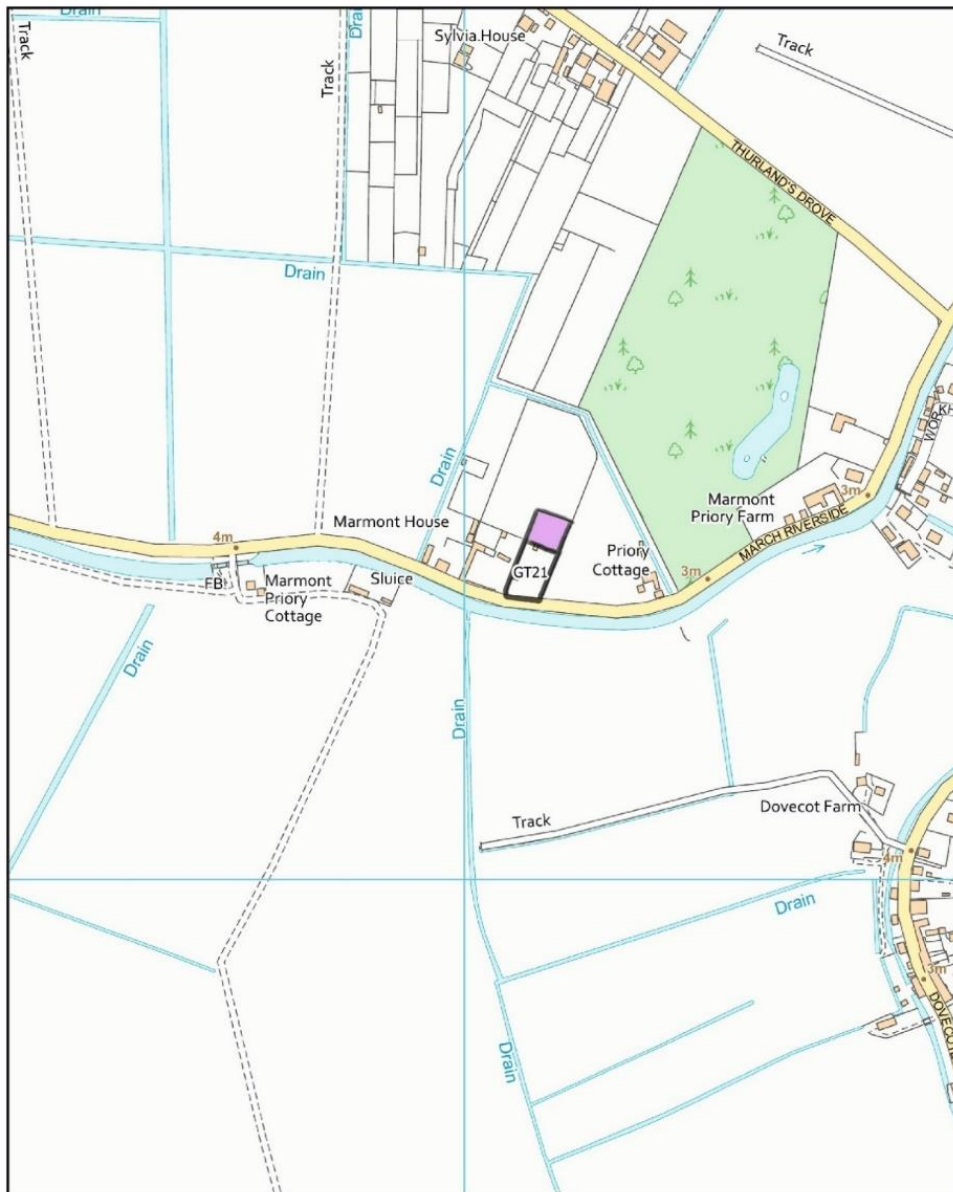


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# GT21 Land at Four Acres, Upwell (Proposed Allocation)



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GT21



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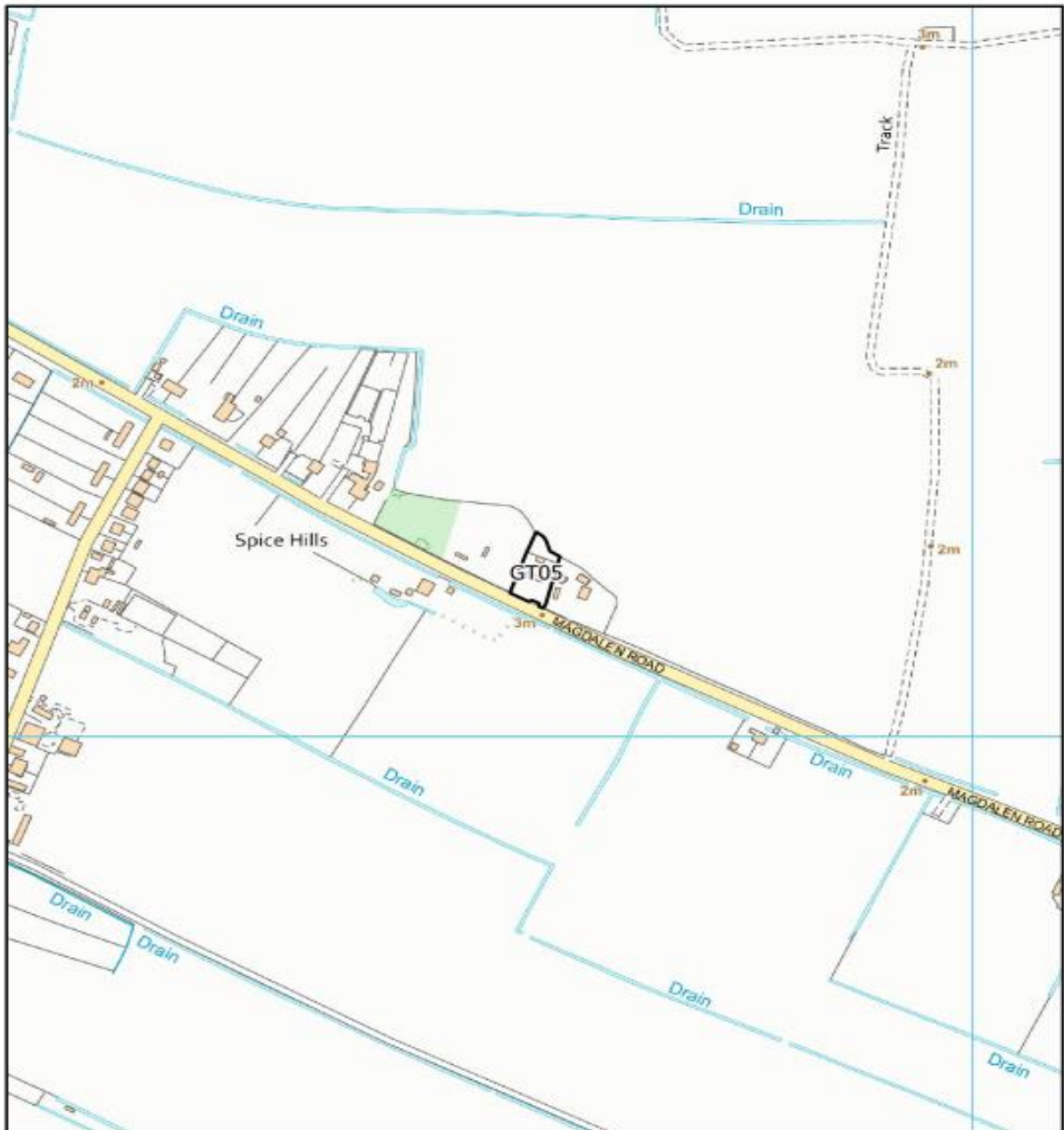


## 7. Existing Sites to be Safeguarded and Intensified

7.1. The following existing sites will be safeguarded and intensified for Gypsy and Traveller and Travelling Showpeople use for the number of pitches/Plots proposed:

Site Reference	Location	Number of Pitches/Plots Proposed
GT05	19 - 121 Magdalen Road, Tilney St Lawrence	1
GT09	The Stables, Marshland St James	1
GT11	Homefields, (Western Side, Goose Lane), Marshland St James	1
GT20	Land at Botany Bay, Upwell	1
GT28	Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk	2
GT34	Land at Creaksville, South Creake	1
GT54	Land at the Pines, Whittington	1
GT55	Land at Victoria Barns, Basin Road, Outwell	1
GT56	Wheatley Bank, Walsoken	9
GT59	Land at Spriggs Hollow, Walsoken	4
GT65	Tall Trees, Downham Road Salters Lode Downham Market	4
GT66	Land at Brandon Road, Methwold	1
GT29	Number 2 The Stables, Marshland St James	1
GT59	Land at Spriggs Hollow, Walsoken	1
	Land Southwest of Common Road, Walton Highway	1
GT65	Tall Trees, Downham Road Salters Lode Downham Market	1
GT25	Land at the Oaks, Northwold	2
GT62	Land at Redgate Farm, Magdalen Road, Tilney St Lawrence	2

**GT05 19 - 121 Magdalen Road, Tilney St Lawrence (1Pitch)**



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**GT05**

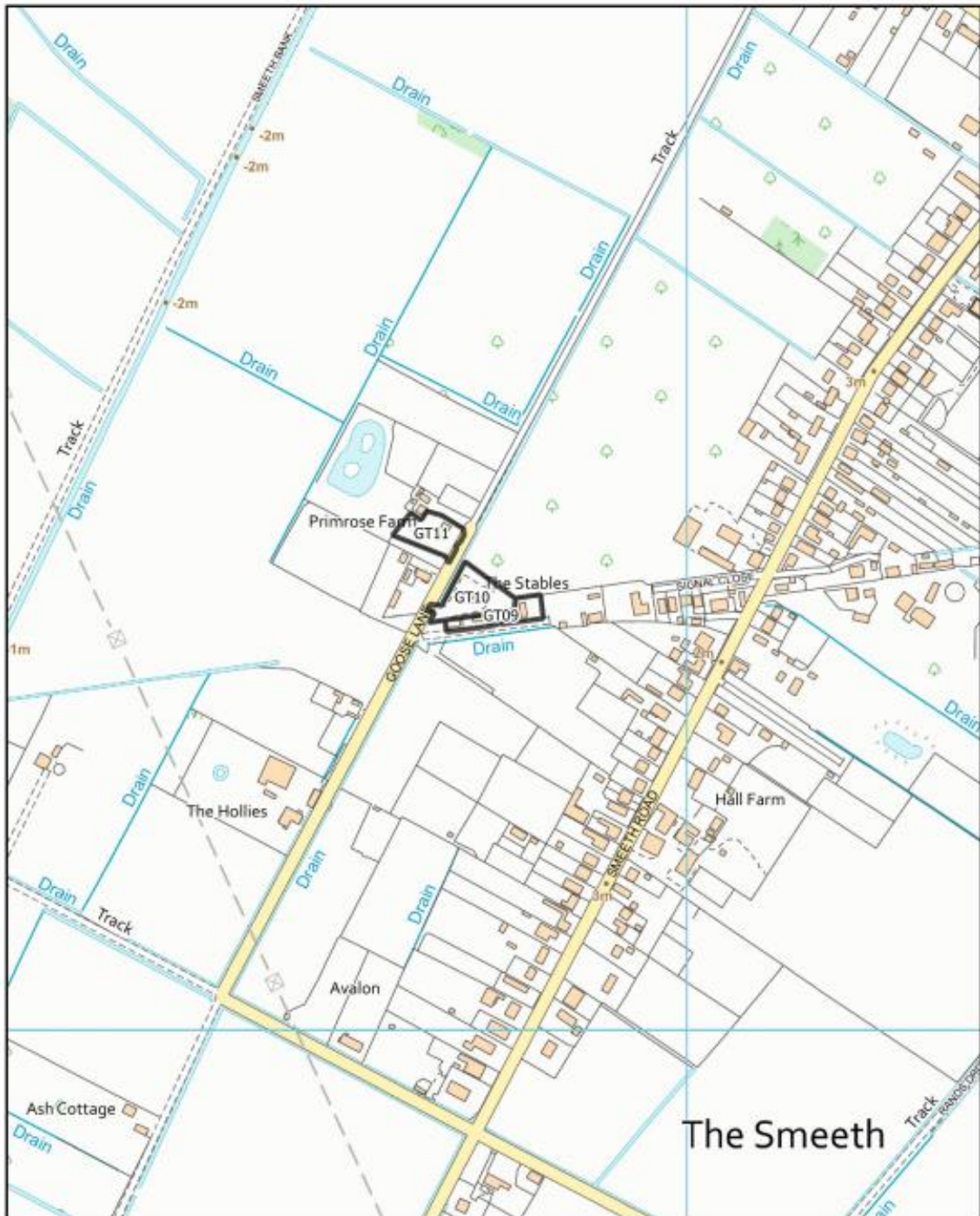


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# GT09 The Stables, Marshland St James (1Pitch)



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GT09, GT10 & GT11

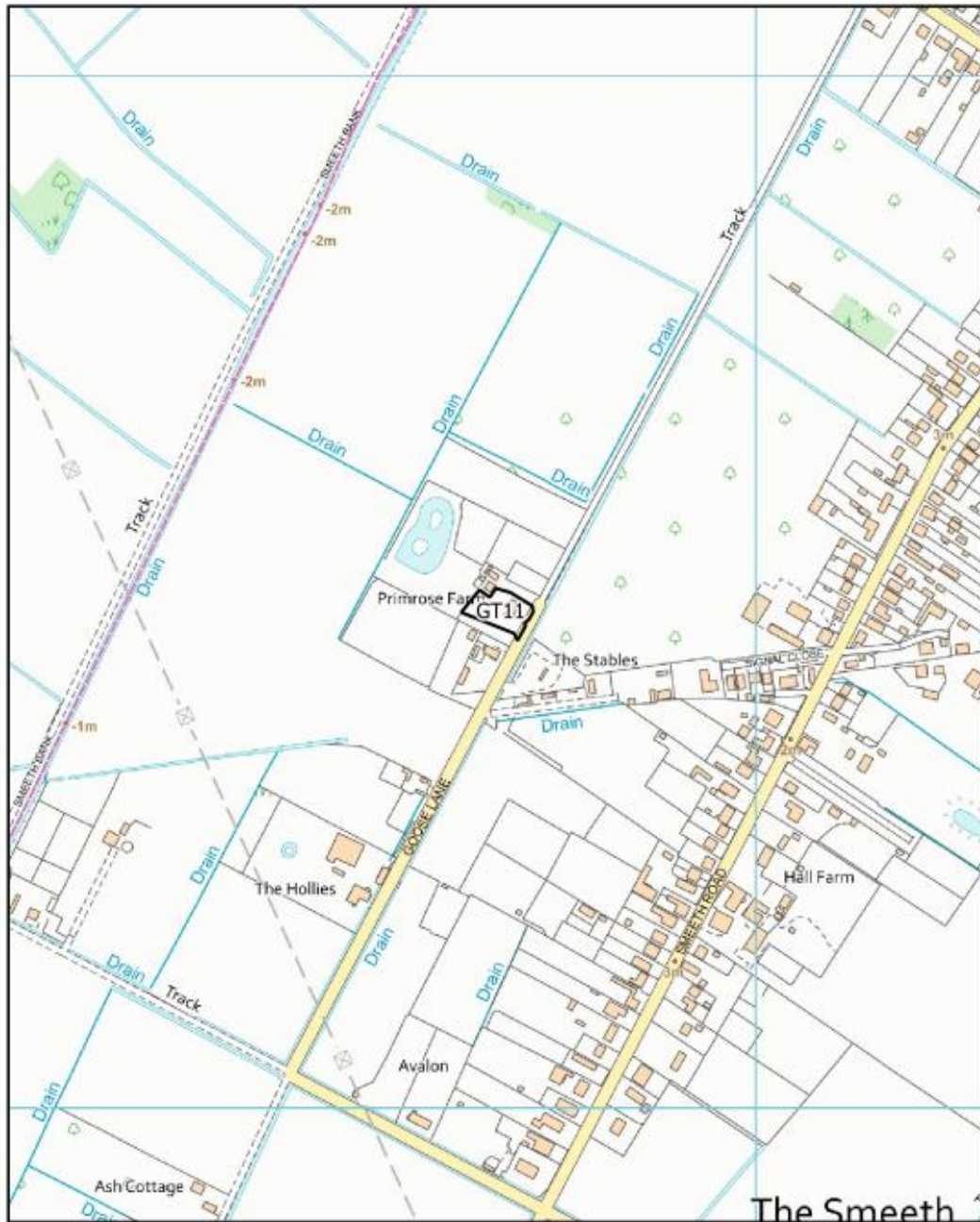


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# GT11 Homefields, (Western Side, Goose Lane), Marshland St James (1Pitch)



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**GT11**

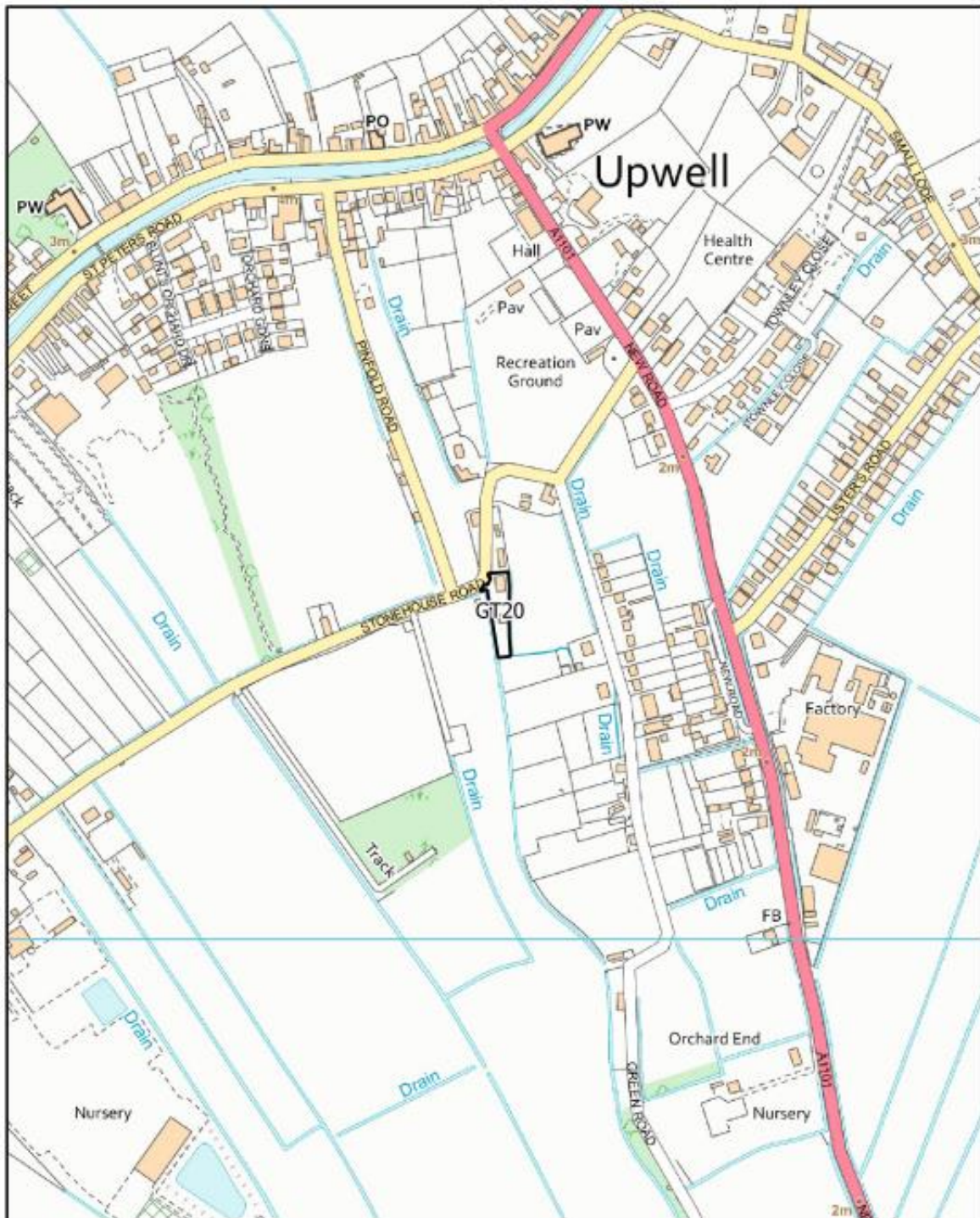


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# GT20 Land at Botany Bay, Upwell (1Pitch)



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**GT20**

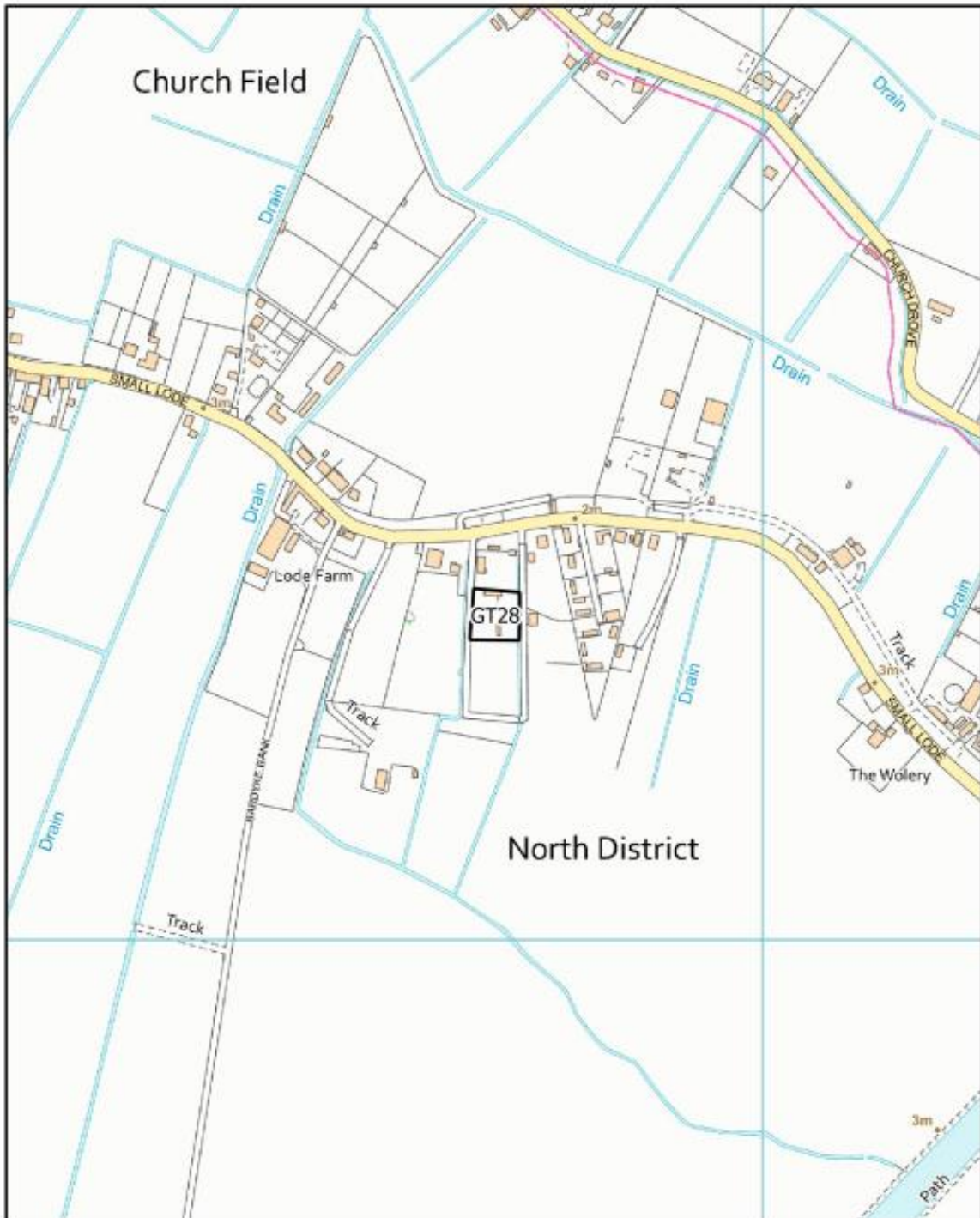


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**GT28 Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk (2 Pitches)**



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**GT28**



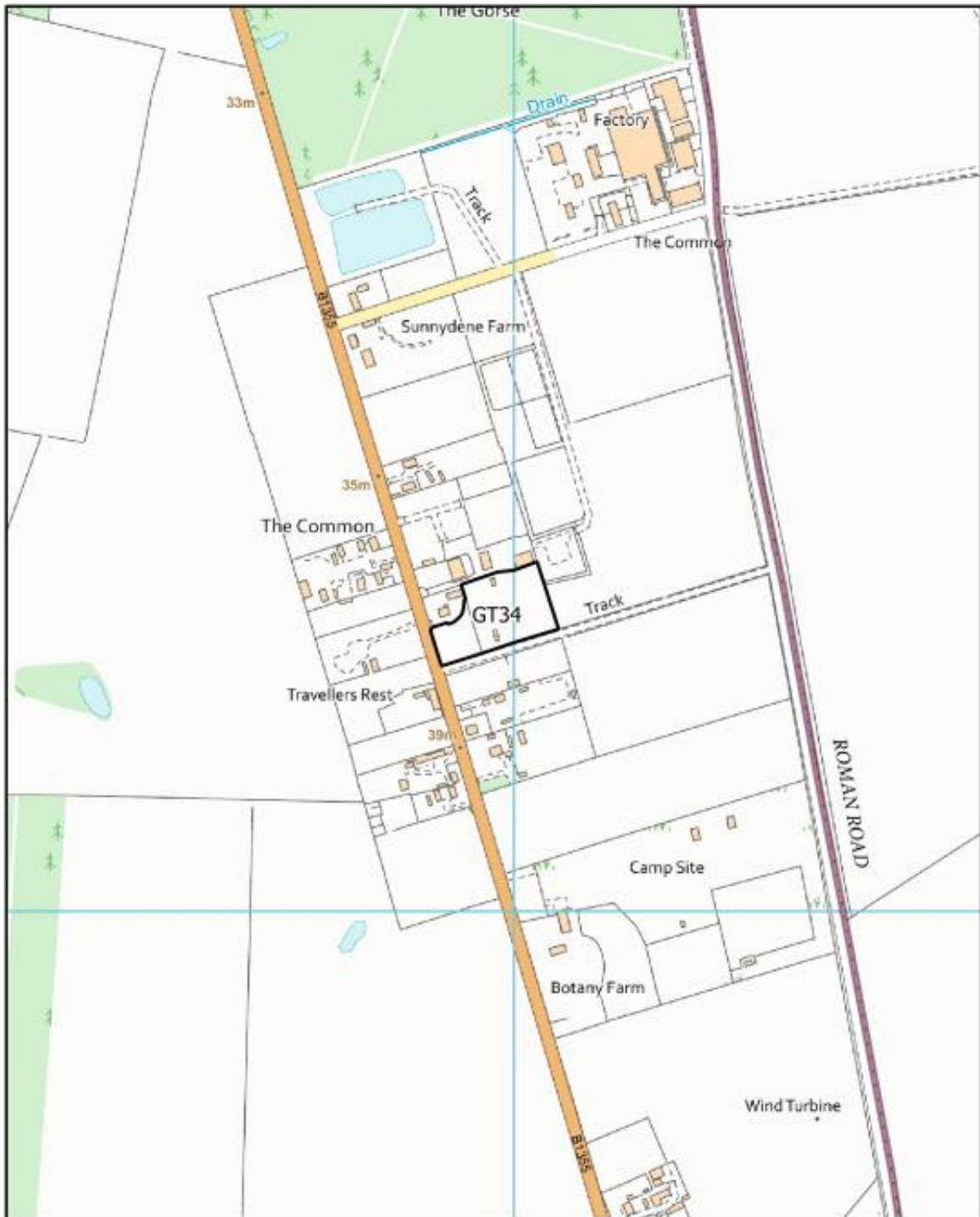
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# GT34 Land at Creakesville, South Creake (1Pitch)



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**GT34**

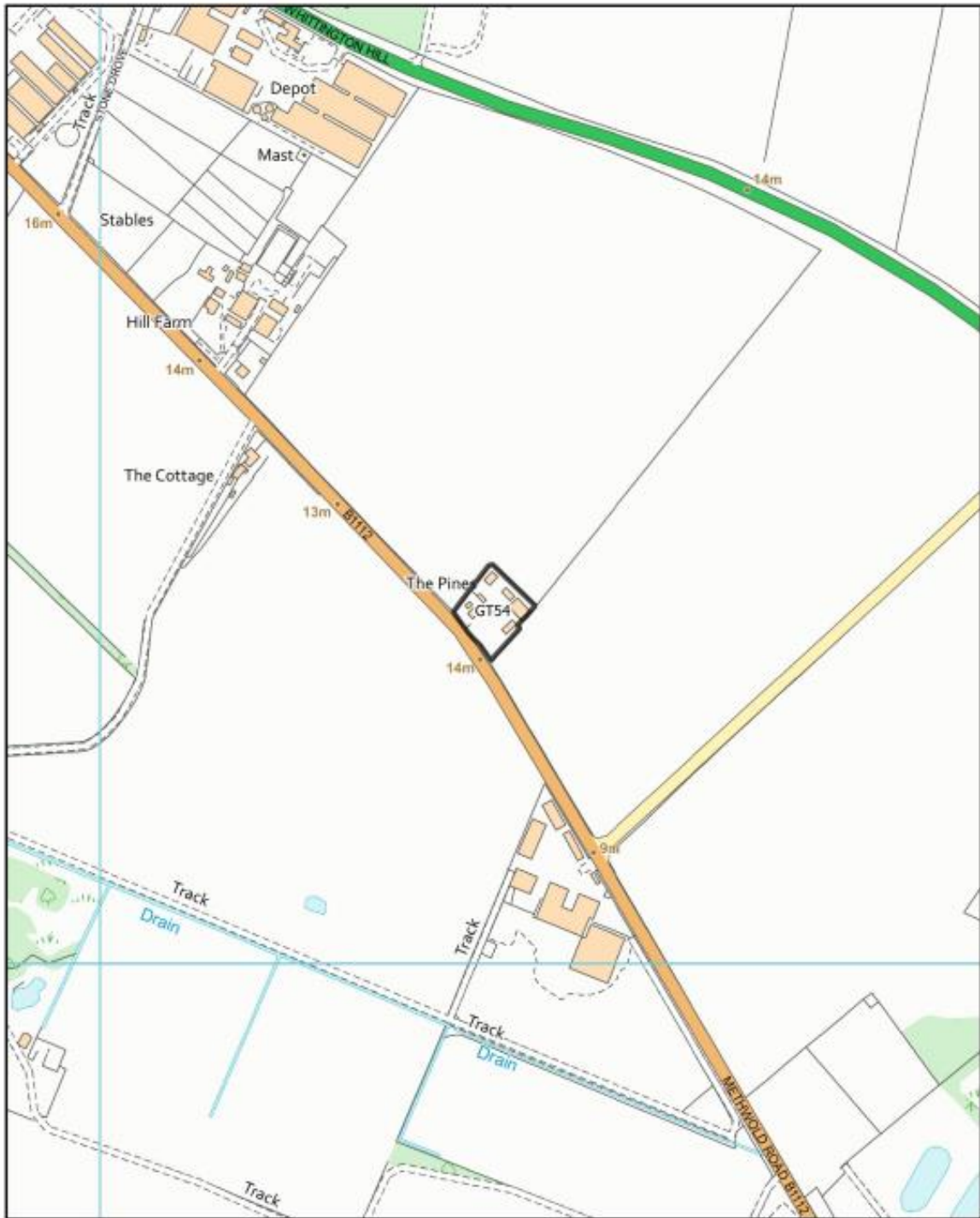


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# GT54 Land at the Pines, Whittington (1Pitch)



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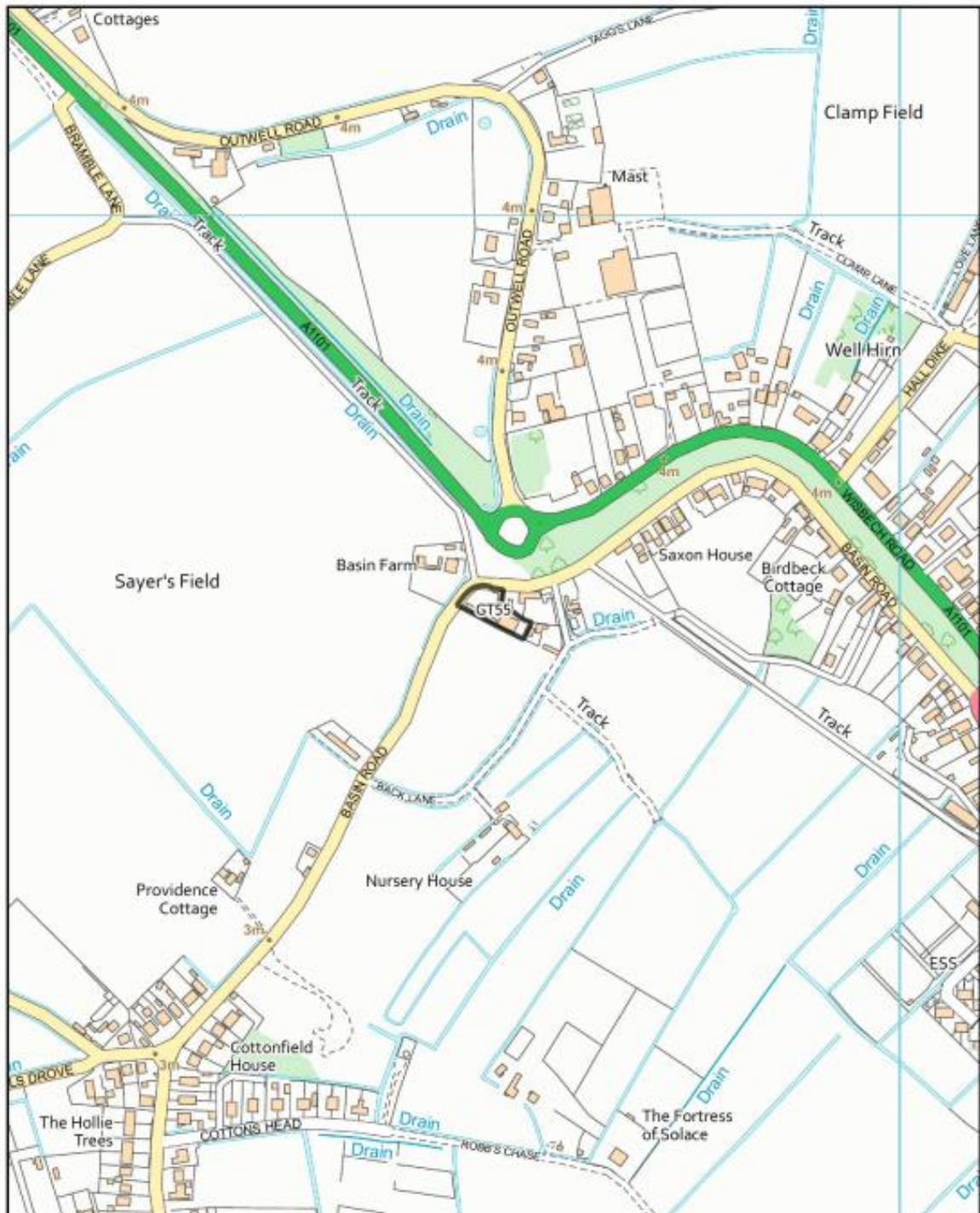
GT54



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# GT55 Land at Victoria Barns, Basin Road, Outwell (1Pitch)



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GT55



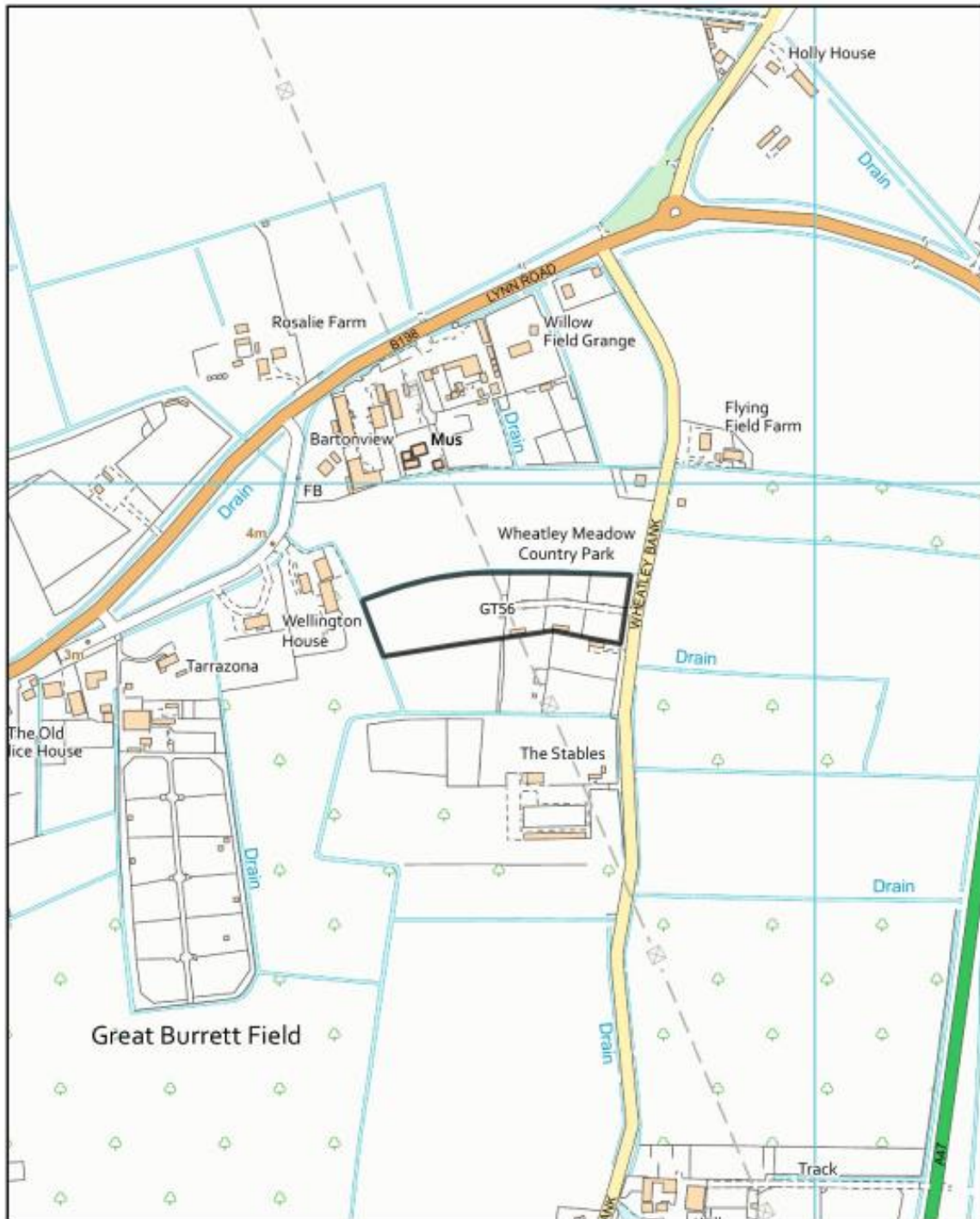
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# GT56 Wheatley Bank, Walsoken (9 pitches)



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GT56



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**GT59 Land at Spriggs Hollow, Wighenhall St Mary Magdalen (4 Pitches)**



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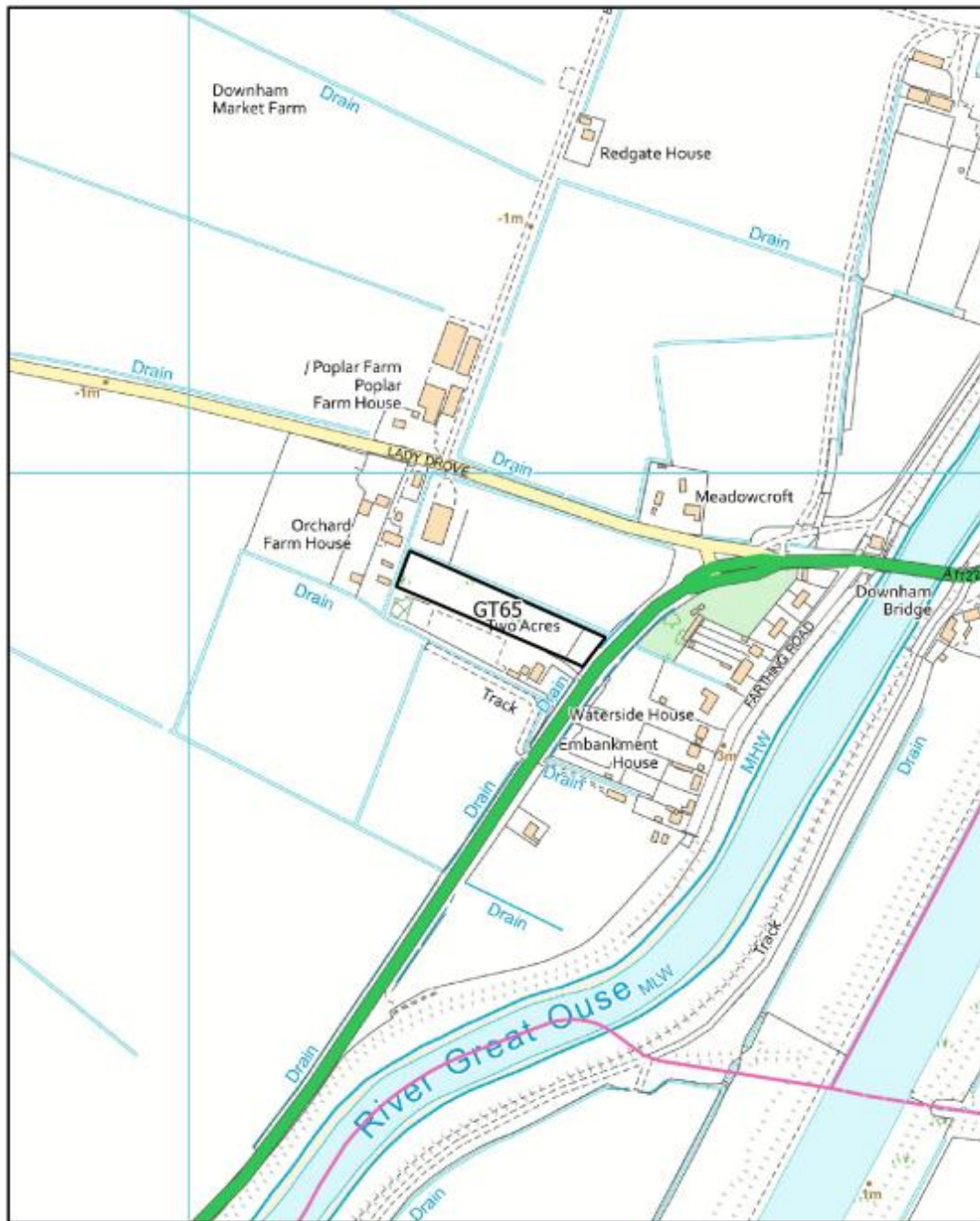
GT59



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# GT65 Tall Trees, Downham Road Salters Lode Downham Market (4 pitches)



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**GT65**



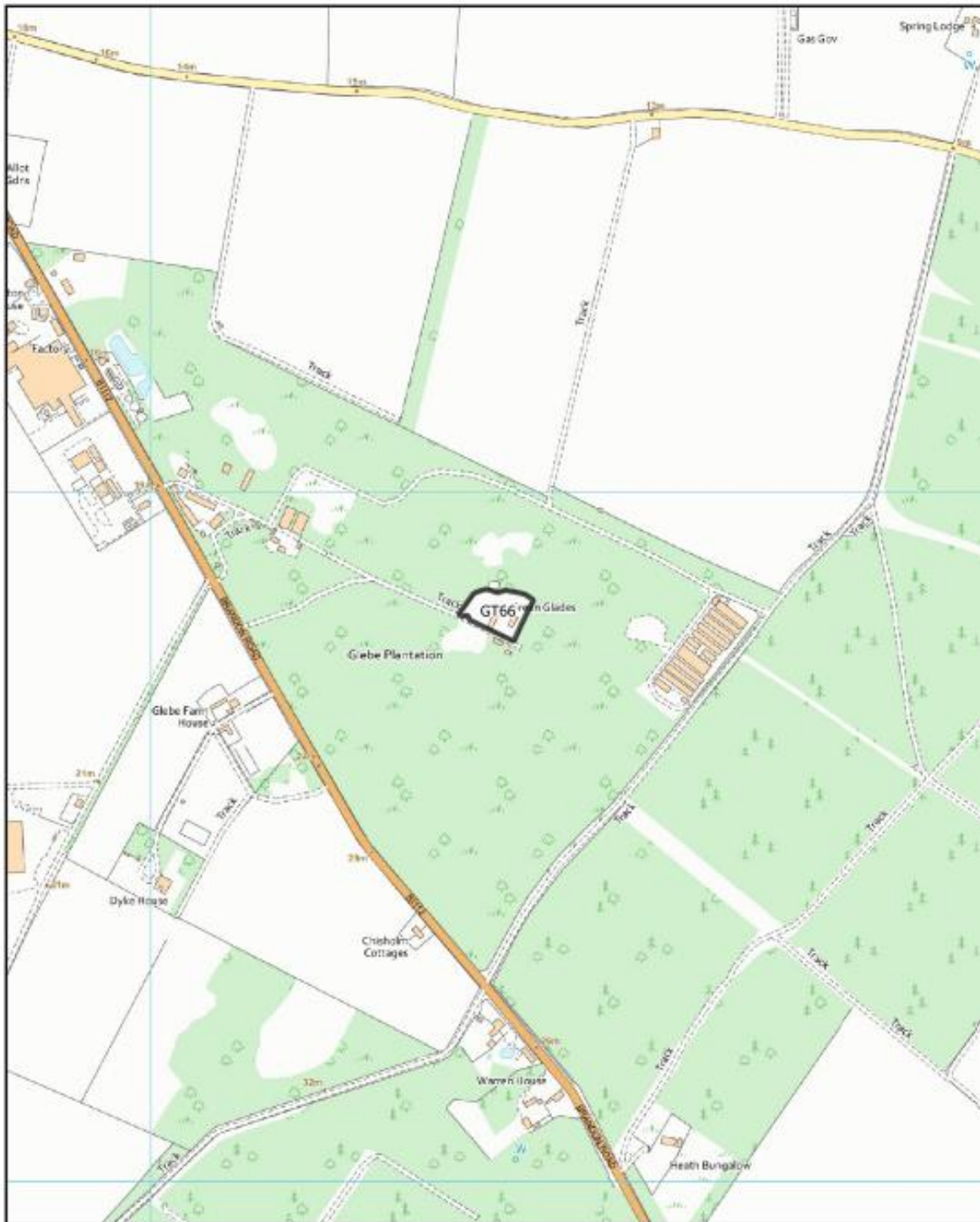
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# GT66 Land at Brandon Road, Methwold (1Pitch)



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GT66



1:7,500

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04/08/23

**Pitches Authorised at:**

**GT29: Number 2, The Stables (1Pitch)**



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GT29



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GT59 Spriggs Hollow Wiggenhall St Mary Magdalen, (1Pitch)



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Tel. 01553 616200

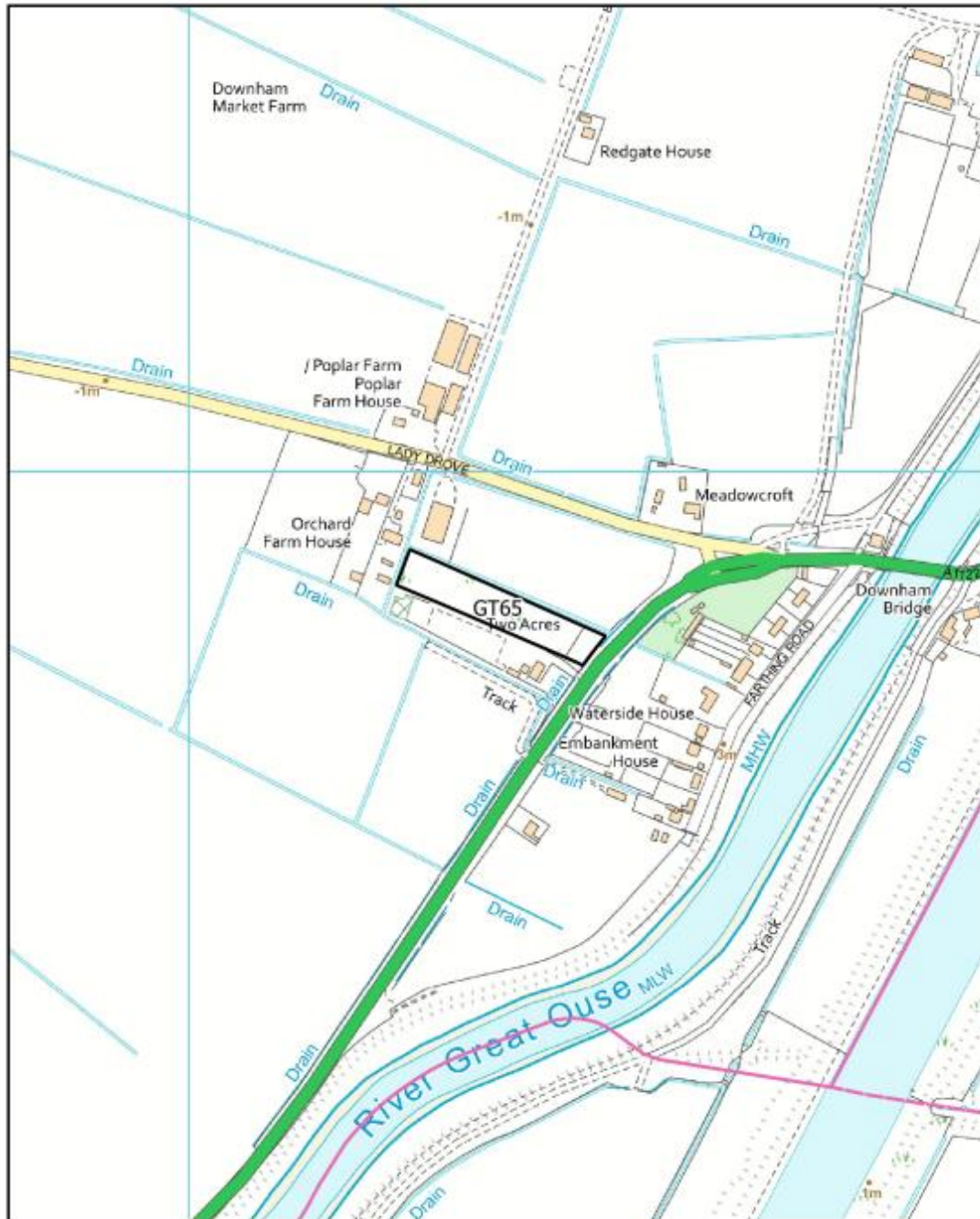
GT59



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28/07/23

# GT65 Tall Trees, Downham Road Salters Lode Downham Market (1 pitch)



Borough Council of  
**King's Lynn &  
West Norfolk**  
Tel. 01553 616200

**GT65**



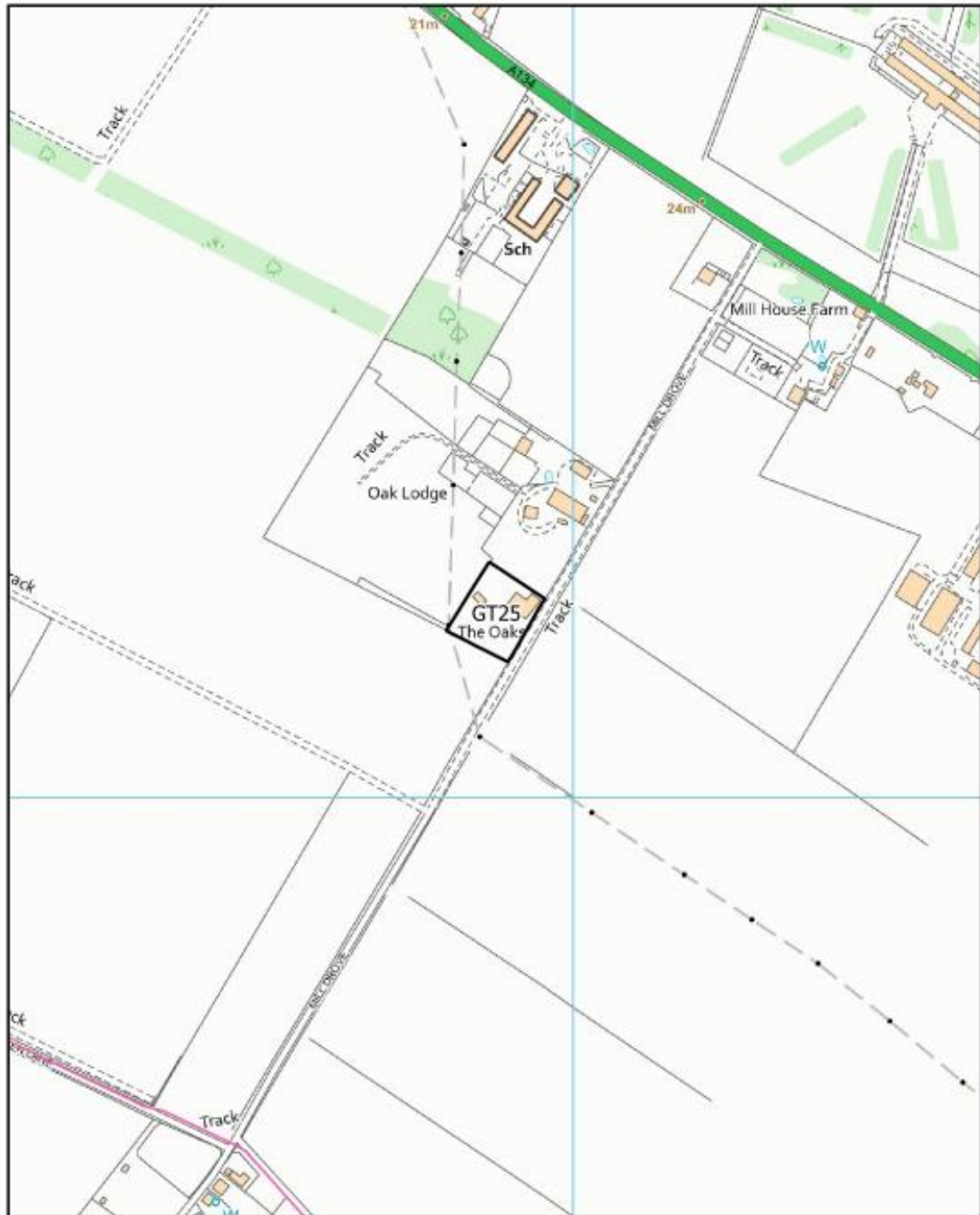
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Ordnance Survey AC0000819234

25/03/2024



**Land for Travelling Showpeople**  
**GT25 Land at the Oaks, Northwold (2 pitches)**



Borough Council of  
**King's Lynn &  
West Norfolk**  
Tel. 01553 616200

**GT25**

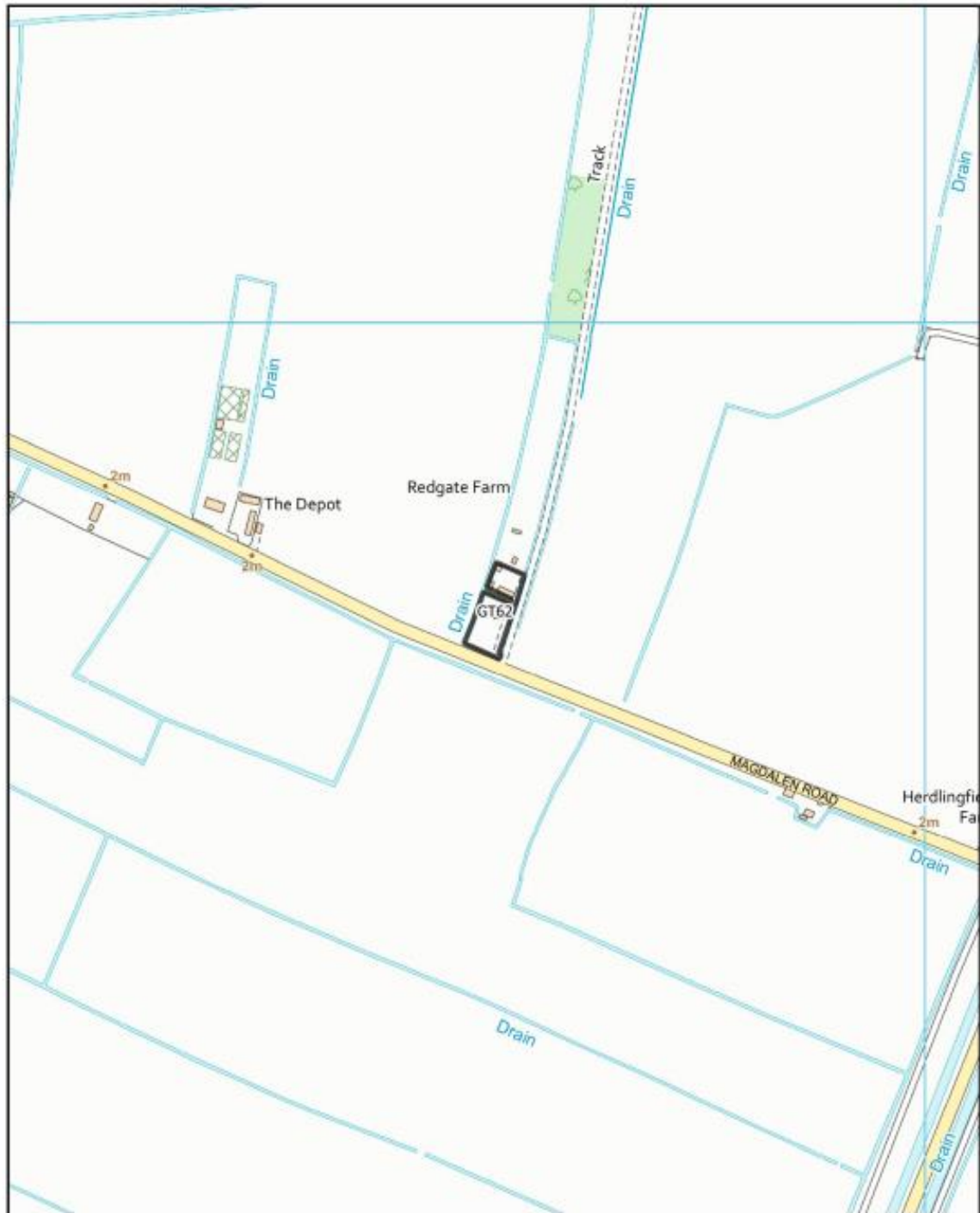


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08/12/2023

**GT62 Land at Redgate Farm, Magdalen Road, Tilney St Lawrence (2 pitches)**



Borough Council of  
**King's Lynn &  
West Norfolk**  
Tel. 01553 616200

GT62



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28/07/23

## 8. How to Respond to this Consultation?

8.1. This consultation document is also supported by the following supporting evidence base documents, which will similarly be subject to public consultation:

- Gypsy and Traveller Site Assessments (April 2024)
- Consultation Response Table (April 2024)
- Gypsy and Traveller Level 2 Strategic Flood Risk Assessment (SFRA) and Sequential Test for potential site allocations (April 2024)
- Sustainability Appraisal and Habitat Regulations Assessment update (Gypsy and Traveller Preferred Site Allocations), April 2024.

8.2. This consultation will inform the examination hearings sessions, which are scheduled to take place in September 2024. Full details of the consultation are set out in the [Local Plan examination web page](#).

8.3. In preparing your response, please note the following:

- Representations can only relate to this consultation document or the three supporting evidence base documents above. Representations on other aspects of the Local Plan will be discounted.
- The Inspectors are conducting the Local Plan Examination with reference to legal requirements and the tests of soundness; that the Plan is positively prepared, justified, effective and consistent with national policy ([NPPF, paragraph 35](#)).
- Your submissions will be used by the Inspectors to inform and set agendas for the Gypsy, Traveller and Travelling Showpeople Examination Hearing sessions (anticipated July 2024).
- Representations will be published on this web page, although all personal information (except for names and organisation name, where appropriate) will not be published.
- Your personal data will be managed in accordance with our commitments under data protection legislation and our [data protection policy](#).
- **Comments within representations will normally be published in full unless these contain statements or other materials that are derogatory, discriminatory or inappropriate in content. In such instances representations may be disregarded.**

8.4. The consultation will run for 6 weeks, starting on 10<sup>th</sup> May 2024. To be considered, representations must be received, at the latest, by **11:59pm on Friday, 21 June 2024**.

8.5. Representations can be submitted by:

Emailing the council at [lpr@west-norfolk.gov.uk](mailto:lpr@west-norfolk.gov.uk)

Posting your response to the council at:

FAO: Local Plan evidence base consultation

Planning Policy Team  
Borough Council of Kings Lynn and West Norfolk  
Kings Court  
Chapel Street  
Kings Lynn  
Norfolk PE30 1EX

- 8.6. Finally, please note that the consultation ends at **11.59pm on Friday, 21 June 2024**. Please note that only comments received by this time can be taken into account. Any comments made after the consultation period may not be considered. Please do not hesitate to contact the Planning Policy team ([planning.policy@west-norfolk.gov.uk](mailto:planning.policy@west-norfolk.gov.uk)) if you have any further queries.





# **Borough Council of King's Lynn and West Norfolk Local Plan Examination**

## **Gypsy and Traveller Site Assessments April 2024**

## Contents

<b>1. INTRODUCTION .....</b>	<b>3</b>
<b>2. POLICY FRAMEWORK .....</b>	<b>3</b>
<b>3. GYPSY AND TRAVELLER ACCOMMODATION ASSESSMENT UPDATE 2023 .....</b>	<b>6</b>
<b>4. ASSESSING THE SITES .....</b>	<b>8</b>
<b>5. SITE ASSESSMENTS .....</b>	<b>13</b>
<b>6. APPENDIX A: ASSESSMENT OF EXISTING GYPSY AND TRAVELLER SITES .....</b>	<b>14</b>
<b>7. APPENDIX B: ASSESSMENT OF REASONABLE ALTERNATIVES GYPSY AND TRAVELLER SITES.....</b>	<b>221</b>
<b>8. APPENDIX C: SITE ASSESSMENT METHODOLOGY CRITERIA .....</b>	<b>268</b>

## 1. INTRODUCTION

- 1.1. The aim of this document is to provide an objective assessment of the suitability and deliverability of available land for accommodating the future needs for the Gypsy and Traveller community on known sites within the Borough. This document will also build on recommendations identified within the Gypsy and Traveller Accommodation Needs Assessment June 2023 (GTAA).
- 1.2. The methodology used to assess sites reflects that set out in the Council's Housing Economic Land Availability Assessment (HELAA) document. It takes a sequential approach to determining if a site is potentially suitable to be allocated for Gypsy, Traveller and Travelling Showpeoples' accommodation over the Plan period to 2039.
- 1.3. The assessment provides an evidence base to inform future policy decisions in the Local Plan. The identification of a site in this assessment does not necessarily mean that it will be allocated for development in the Local Plan. Instead, the identification and assessment of potential sites represents one step in the process of identifying site allocations for Gypsies, Travellers and Travelling Showpeople.
- 1.4. It provides the information known to the Council at this time and has been updated following the consultation on the Gypsy and Traveller Potential Sites and Policy documents which ended on the 8<sup>th</sup> March 2024.

## 2. POLICY FRAMEWORK

- 2.1. The National Planning Policy for Traveller Sites (PPTS) (2023), sets out the direction of Government policy. As well as introducing the planning definition of a Traveller, PPTS is closely linked to the NPPF. Among other objectives, the aims of the policy in respect of Traveller sites are (PPTS Paragraph 4):
  - a) that local planning authorities should make their own assessment of need for the purposes of planning
  - b) to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites
  - c) to encourage local planning authorities to plan for sites over a reasonable timescale
  - d) that plan-making and decision-taking should protect Green Belt from inappropriate development
  - e) to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites.
  - f) that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective
  - g) for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies

- h) h. to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply.
- i) to reduce tensions between settled and traveller communities in plan-making and planning decisions
- j) to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- k) for local planning authorities to have due regard to the protection of local amenity and local environment

2.2. In practice, the document states that (PPTS Paragraph 9):

- Local planning authorities should set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople, which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring local planning authorities.

2.3. PPTS goes on to state (Paragraph 10) that in producing their Local Plan local planning authorities should:

- a) Identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets;
- b) Identify a supply of specific, developable sites, or broad locations for growth, for years 6 to 10 and, where possible, for years 11-16;
- c) Consider production of joint development plans that set targets on a cross-authority basis, to provide more flexibility in identifying sites, particularly if a local planning authority has special or strict planning constraints across its area (local planning authorities have a duty to cooperate on planning issues that cross administrative boundaries);
- d) Relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density;
- e) Protect local amenity and environment;
- f) Criteria should be set to guide land supply allocations where there is identified need. Where there is no identified need, criteria-based policies should be included to provide a basis for decisions in case applications nevertheless come forward. Criteria based policies should be fair and should facilitate the traditional and nomadic life of travellers while respecting the interests of the settled community;
- g) In exceptional cases, where a local planning authority is burdened by a large-scale unauthorised site that has significantly increased their need, and their area is subject to strict and special planning constraints, then there is no assumption that the local planning authority is required to plan to meet their traveller site needs in full;

- h) Local planning authorities should ensure that traveller sites are sustainable economically, socially and environmentally. Local planning authorities should, therefore, ensure that their policies:
- promote peaceful and integrated co-existence between the site and the local community
  - promote, in collaboration with commissioners of health services, access to appropriate health services
  - ensure that children can attend school on a regular basis
  - provide a settled base that reduces both the need for long-distance travelling and possible environmental damage caused by unauthorised encampment
  - provide for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any travellers that may locate there or on others as a result of new development
  - avoid placing undue pressure on local infrastructure and services
  - do not locate sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans;
  - reflect the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability

*“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.*

*In determining whether persons are “gypsies and travellers” for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:*

- a) whether they previously led a nomadic habit of life*
- b) the reasons for ceasing their nomadic habit of life*
- c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.*

*For the purposes of this planning policy, “travelling showpeople” means:*

*Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.*

*For the purposes of this planning policy, “travellers” means “gypsies and travellers” and “travelling showpeople” as defined above.*

*For the purposes of this planning policy, “pitch” means a pitch on a “gypsy and traveller” site and “plot” means a pitch on a “travelling showpeople” site (often called a “yard”). This terminology differentiates between residential pitches for “gypsies and travellers” and mixed-use plots for “travelling showpeople”, which may / will need to incorporate space or to be split to allow for the storage of equipment”*



### 3. GYPSY AND TRAVELLER ACCOMMODATION ASSESSMENT UPDATE 2023

- 3.1. In January 2023, the Council commissioned ORS Consultants to undertake an independent GTAA for the Borough. The purpose of this document was to identify the level of accommodation need(s) for the Gypsy and Traveller community over the Plan period.
- 3.2. The GTAA provides a robust assessment of need for Gypsy, Traveller and Travelling Showpeople accommodation in the study area. It is a credible evidence base which can be used to inform the Local Plan, and the 15-year requirements of the PPTS. As well as identifying current and future permanent accommodation needs, it also seeks to identify any need for the provision of transit sites or emergency stopping places.
- 3.3. A pitch is an area normally occupied by one household, which typically contains enough space for one or two caravans but can vary in size<sup>1</sup>. A site is a collection of pitches which form a development exclusively for Gypsies and Travellers. For Travelling Showpeople, the most common descriptions used are a plot for the space occupied by one household and a yard for a collection of plots which are typically exclusively occupied by Travelling Showpeople.
- 3.4. In summary, there were 97 Gypsy or Traveller households identified in King's Lynn & West Norfolk that met the planning definition and 91 households that did not meet the planning definition. There were 14 undetermined households that may meet the planning definition.
- 3.5. As of December 2023, there is a current accommodation need for 97 pitches for households that met the planning definition over the plan period to 2039. This is made up of 5 households on unauthorised developments; 41 concealed or doubled-up households or single adults; a need for 23 pitches deriving from 5-year need from teenage children; 7 pitches for in-migration or roadside households; and 26 pitches from new household formation.
- 3.6. There is a need for up to 6 pitches for undetermined households over the plan period to 2039. This is made up of 2 households on unauthorised developments; and 4 from new household formation, using the ORS national fieldwork rate of 1.50%. If the ORA national rate for households that meet the planning definition of 30% is applied this could result in a need for 2 pitches. If the locally derived rate for households that met the planning definition of 52% is applied this could result in a need for 3 pitches.
- 3.7. Whilst not now a requirement to include in a GTAA, there is a need for 48 pitches for households that did not meet the planning definition. This is made up of 3 households on unauthorised developments; 6 concealed or doubled-up households or single adults; a need for 14 pitches deriving from 5-year need from teenage children; 3 pitches for in-migration or roadside households; and 22 from new household formation, using a rate of 1.45% derived from the household demographics. These needs will be met through other housing related policies within the Local Plan.

---

<sup>1</sup> Whilst it has now been withdrawn, Government Guidance on Designing Gypsy and Traveller Sites (2007) recommended that, as a general guide, an average family pitch must be capable of accommodating an amenity building, a large trailer [a static caravan or park home for example] and touring caravan, parking space for two vehicles and a small garden area.

- 3.8. There is also a need for 5 plots for households for Travelling Showpeople that met the planning definition over the plan period to 2039. This is made up of 3 concealed or doubled-up households or single adults; a need of 1 plot deriving from 5-year need from teenage children; and 1 from new household formation, derived from the household demographics.
- 3.9. There were no undetermined households or households that did not meet the planning definition so there is no current or future need for plots. Travelling Showpeoples' need all arises from existing sites and it has been calculated that these all have sufficient capacity to fulfil this.
- 3.10. To accommodate this need, the Council undertook a review of all existing Gypsy and Traveller sites across the Borough which included:
- assessing existing and future capacity of sites;
  - the planning history of each site where possible; and
  - identifying the specific future needs of sites in relation to any onsite unmet need(s).

#### **Current Position – Number of Pitches Required**

- 3.11. Since 1<sup>st</sup> April 2023, in an appeal decision at Robyn's Nest Baldwins Drove, Outwell the Inspector accepted that the residents are Gypsies they meet the PPTS planning definition. However, the Inspection did not conclude that the development constituted a traveller site given that the main areas of accommodation were in a barn and not in caravans, and that the development conflicted with the Local Plan as a whole.
- 3.12. The outcomes of the GTAA are consistent with the discussions and evidence presented to the Inquiry in that there are 4 family groups occupying the land – primarily in the barn as a dwelling, and that they are Gypsies who meet the PPTS planning definition. It subsequently identified a need to 4 pitches – 1 from the unauthorised pitch/dwelling, and 3 from doubled-up households.
- 3.13. As such, I would conclude that there is still a need for 4 but from bricks and mortar, and that the need would now appear to be for alternative bricks and mortar accommodation and not for pitches.
- 3.14. Therefore, the overall 5-year need has been reduced by 4 pitches from 76 to 72 pitches. The overall need for the Plan period has been reduced from 102 to 98 pitches.

#### **The Council's Strategy for the Provision for Gypsy and Traveller Accommodation**

- 3.15. The Council has taken a pragmatic approach to the process of allocating Gypsy and Traveller sites in response to the high level of need identified within the GTAA. Firstly, the Council compiled a list of all existing (authorised and unauthorised) sites across the Borough. These sites reflect those that were assessed as part of the GTAA process.
- 3.16. Secondly, it prioritised those sites/locations where a specific accommodation need has been identified through the GTAA. This was undertaken to identify whether the need could be solely met on those identified sites, rather than on sites where a need had not been identified.

- 3.17. Thirdly, all other remaining Gypsy and Traveller Sites, along with sites promoted via planning applications, existing HELAA sites, Council owned land, capacity on existing strategic sites and any new sites via a 'call for land' consultation were assessed as 'reasonable alternatives' for accommodating the need for Gypsy and Travellers. See Appendix B.
- 3.18. The Council undertook a 'call for land' during October and November 2023, where 5 sites were put forward. The sites were also subject to the site assessment process. The Council also identified 'Broad Locations' for growth where any residual accommodation need could be met. These locations provide extensions to those existing sites where a direct need has been identified. The proposed allocation of land at Wisbech Fringe is also under consideration.
- 3.19. All sites were subject to a systematic site assessment and relevant site-specific information has been included for each site where available. Some of this information was reliant on information from infrastructure partners. The assessment of the sites followed the agreed methodology - for assessing sites – as identified within the Council HELAA. This focused on identifying whether a site is suitable for development. Due to the nature of this particular land use, more focused discussion was required with the highway authority and internal departments due to their more remote and isolated locations.

#### 4. ASSESSING THE SITES

- 4.1. The process for assessing sites is closely aligned to the site selection methodology in the HELAA, but does include more specific assessment for consideration of this particular land use, particularly around the intensification and/ or expansion of existing sites. See Appendix C for details.
- 4.2. The priority for the selection of sites is to accommodate the need on those sites where a specific need has been identified. Where this is not possible due to constraints, alternative sites may be selected from a set of reasonable alternative sites (not currently used for Gypsy and Traveller accommodation). These are considered in Appendix B.

##### **Site Suitability – Stage 1**

- 4.3. This first stage of the assessment considered if there would be a fundamental planning or environmental constraint affecting the site that would make it unsuitable for development as a matter of principle, for example:
- within Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites (including potential SPAs, possible SACs, and proposed Ramsar sites) or within Sites of Special Scientific Interest, National Nature Reserves and Ancient Woodland.
  - European legislation and/or the National Planning Policy Framework prohibit development affecting these sites and development within the designation is likely to result in direct loss;
  - within Flood Zone 3b (designated functional flood plan by the Environment Agency);
  - within the area of Scheduled Ancient Monuments or Ancient Woodlands; on Statutory Allotments;
  - within Locally Designated Green Spaces, including Designated Village Greens and Common Land; and

- at risk from coastal erosion

4.4. In terms of sustainability, sites will be considered 'suitable' for development outside of main settlements and within the open countryside where there is evidence for such land.

### Site Suitability – Stage 2

4.5.1 Stage 2 of the assessment process involved assessing whether a site was 'suitable' for the type of development proposed; 'available' based on the best information at hand and when it is expected that the site would be developed, i.e. is it 'achievable'. This is a judgement about the proposed deliverability of the site and has been informed by information obtained from the interviews with residents during the assessment and any information from previous planning applications, GIS data and the Caravan Count.

4.6. This information was then used to ascertain whether a site was 'deliverable' (a realistic prospect that it will be delivered within 5 years) or 'developable' (available for years 6-10 or where possible for sites unlikely to be developed for 11 years or more). This mirrors the HELAA process.

4.7. To assess the suitability of sites a 'red', 'amber' 'green' (RAG) approach was applied to assessing the various constraints and potential impacts which might affect development. Some sites will have impacts and constraints which are insurmountable and thus undermine the suitability of development. Other sites will have impacts and constraints which are surmountable; however, they may be costly to overcome and have an impact on the achievability of development. Those sites judged to be red at this stage were ruled out as part of the overall capacity calculation. Those sites shown as amber and green are considered to be suitable.

4.8. The types of constraint and impact listed below (and in full within **Appendix C**) were considered in terms of assessing suitability:

- Access to Site
- Nationally & Locally Significant Landscapes
- Access to Local Services & Facilities
- Townscape
- Utilities Capacity
- Biodiversity & Geodiversity
- Utilities Infrastructure
- Historic Environment
- Contamination & Ground stability
- Open Space / Green Infrastructure
- Flood Risk (Zones 1,2 and 3a) with mitigation
- Transport and Roads
- Coastal Change
- Compatibility with Neighbouring / Adjoining Uses

4.9. The following bodies/organisations were consulted and their comments assisted in appraising the sites (NCC = Norfolk County Council):

- NCC as the Local Highway Authority

- Historic England
- Natural England
- The Environment Agency
- NCC as the Lead Local Flood Authority
- Anglian Water
- NCC Minerals and Waste
- BCKLWN Environmental Protection team

### **Availability, Viability and Achievability – Stage 3**

- 4.10. Generally, only those sites that considered suitable and available for future development were based on information obtained through interviews with landowners through the GTAA, have been considered through the site assessments. Priority sites and the list of reasonable alternative sites are considered available.
- 4.11. Sites have been considered achievable where it is judged there is a reasonable prospect that development could occur on the site over the plan period. Either up to 2028 or beyond. This has been informed by the household interviews undertaken by the GTAA. The majority of existing sites are not considered to be available within the first 5-years, but there is the potential for this to change as local needs within the community change over time.

### **Flood Risk**

- 4.12. A large proportion of existing Gypsy and Traveller sites lie within Flood Zone 2 and 3a, as shown in the Council's Strategic Flood Risk Assessment (2024).
- 4.13. The NPPF (2023) identifies caravans and mobile homes as 'highly vulnerable' to flood risk and Table 2 in the Planning Policy Guidance (PPG) on Flood Risk states such development should not normally be permitted within Flood Zone 3a.
- 4.14. Where development is proposed in Flood Zone 3a, the NPPF requires application of a sequential test, with the aim of steering development to areas with the lowest risk of flooding.
- 4.15. All available sites have been fully screening for flooding potential. The assessment has prioritised those sites within lower flood zones where a need has been identified and/ or where the landowner has suggested the site is available for further development. However, due to constraints with available alternative land outside areas at risk from flooding, the Council is also considering those sites in flood zones 2 and 3 where a direct need from those sites has arisen. Level 2 Strategic Flood Risk Assessments have been prepared to identify appropriate methods of mitigation for affected sites.



## **Estimating Site Capacity and Density**

- 4.16. The approach to site capacity for Gypsy and Traveller sites is informed by the size of the site, the existing take up in the number of pitches provided and the remaining area capable of accommodating additional pitches over the plan period.
- 4.17. For the purpose of this study, the average size of a functioning pitch/plot is estimated to be 0.14ha or 7 pitches per hectare. The figure of 0.14ha per pitch/plot size has been taken from the average size of existing pitches/plots in the Borough. However, it is emphasised that this may vary significantly in individual cases, due to individual circumstances and/ or site-specific constraints.
- 4.18. This is also informed by the information provided in the GTAA by the household interview about the desire for additional pitches on private sites. For public sites, additional capacity will be identified by the site operators. In addition, the Council's Housing Standards Team have been consulted with regards to existing and potential density and/ or overcrowding concerns.
- 4.19. Where a site has no further capacity for expansion within its current boundary, this has been identified within the site profile for relevant sites.

## **The relationship of sites to existing settlements**

- 4.20. National planning policy for traveller sites (paragraph 12) advises that when assessing the suitability of sites in rural or semi-rural settings, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community. The term "settled community" means the nearest town, village or hamlet and not, as is sometimes misinterpreted, as the nearest Gypsy and Traveller settled community. Generally, in the case of the Local Plan this means settlements identified in the settlement hierarchy (revised Policy LP01).
- 4.21. Each Gypsy and Traveller site will be assessed in terms of its proximity to settlements where there is access to local services and facilities such as schools, public transport and shops. It is noted however, that some existing sites are not located in close proximity to existing services and their specific onsite accommodation need have been considered in balance to this criterion.

### **Pressure on social infrastructure**

- 4.22. National planning policy for traveller sites advises that local planning authorities should ensure that their policies do not place an undue pressure on local infrastructure and services. Key service providers, such as NCC - Education, the GP Commissioning Body, NCC (Community Wellbeing) and Herts Constabulary will be consulted in connection with future site allocations in the Local Plan.
- 4.23. The stakeholder consultation identified the comments from relevant organisations. These can be viewed within the individual site assessment in Appendix A.

## Overcoming Constraints

4.24. Where constraints have been identified in either the suitability, availability or achievability of a site. The Council will consider if there are any actions which could be taken to remove or mitigate the constraints, for example the provision of new infrastructure or through flood management.

To inform the Council's decision on such constraints, technical assessments have been undertaken to assess the severity of such constraints where necessary.

4.25. Due to the majority of the existing Gypsy and Traveller sites being located within a higher risk flood zones, the Council commissioned a Strategic Flood Risk Assessment (Level 2) to identify the extent of the flood risk on sites and whether mitigation is possible.

4.26. Where a specific need has arisen from an existing authorised site within the flood zone, the Council has taken the decision to include those for consultation (as exception sites) to seek further information, in order to make a final determination on their suitability, especially where a direct need has arisen from an affected site.

4.27. In addition, technical responses from Norfolk County Council on highway matters and water and electricity providers for utility capacity were sought where necessary.

## Sustainability Appraisal

4.28. The Gypsy, Traveller & Travelling Showpeople (GTTS) Sustainability Appraisal Addendum report will ensure a robust appraisal process is undertaken in a timeframe that can enable the Council to proceed in compliance with the regulatory requirements of the Strategic Environmental Assessment (SEA) Regulations. Specifically, the assessment and SA report explains how the SA has been considered as part of the additional work to allocate GTTS sites and how environmental and sustainability considerations have been integrated into the process. The reasons for choosing the allocated sites, in light of reasonable alternatives, will be dealt with. The report also considers how opinions expressed by the public and consultation bodies have been considered.

4.29. The approach follows the existing SA methodology on allocated housing sites within the Local Plan, based on Planning Practice Guidance (PPG), which sets out a clear and transparent framework for the preparation of SA to inform Plan making. The SA outcomes will therefore provide a robust assessment with a view to identifying opportunities to avoid or mitigate potential negative sustainability effects that are identified and maximising positive effects. Through this approach, the SA seeks to maximise the emerging Local Plan's contribution to sustainable development.

## Sites to be taken forward

4.30. To be included in this assessment, sites will be expected to achieve either an **amber** or **green** rating against all suitability criteria, and to meet the availability and achievability tests of stage 2 and 3. Those **red** sites are considered 'unsuitable' at this time and are not taken forward for further consideration for Gypsy and Traveller use. Any future planning

applications on these sites will be judged on their own merits against any identified constraints at the time of application.

- 4.31. Those green sites are considered to be suitable for development and have few constraints. Amber sites are those sites with some constraints but are potentially suitable with mitigation. All green and amber sites will be subject to consultation. In practice, most sites achieve amber scorings; i.e. could be taken forward with suitable mitigation.

## 5. SITE ASSESSMENTS

- 5.1. Site assessments, including maps of each site, are contained in Section 6 (Appendix A) of this document. Of the sites reviewed, the following conclusions have been drawn. Appendix B sets out the Council's reasonable alternatives.

## 6. APPENDIX A: ASSESSMENT OF EXISTING GYPSY AND TRAVELLER SITES

**Table 1: List of Existing Gypsy and Traveller Sites**

Existing Site Name	GT SITE AND MAP REF
Goshold Park	GT01
Southfork 2, Waterlow Road, Terrington St Clement, King's Lynn	GT02
Micasa, Mill Road, Tilney St Lawrence, King's Lynn, Norfolk	GT03
Fairview, 115 Magdalen Road, Tilney St Lawrence, Norfolk	GT04
119 - 121 Magdalen Road, Tilney St Lawrence, King's Lynn	GT05
12 & 14 High Road, Tilney Cum Islington, King's Lynn	GT06
Springfields Caravan Park, 101 School Road, Tilney St Lawrence	GT07
Land at Country Park, Jubilee Lane, Marshland St James	GT08
The Stables, Walpole St Andrew	GT09
Eastern Side, Gooses Lane, Walpole St Andrew	GT10
Homefields, (Western Side, Goose Lane), Walpole St Andrew	GT11
81 Broadend Road, Walsoken	GT12
3 Long Acre, Biggs Road Clydesdale, Biggs Road	GT13
West Walton Court, Blunts Drove, Walton Highway and NCC Highway, Blunts Drove, Walton Highway	GT14
Land SW Common Road (The Bungalow) Walton Highway	GT15
Saddlebow Road (South), King's Lynn, Norfolk	GT16
The Lodge, 196 - 198 Small Lode, Upwell (The Caravan Site)	GT17
Primrose Farm, Small Lode, Upwell	GT18
Dunroamin, Stone House Road, Upwell	GT19
Botany Bay, Stonehouse Road, Upwell	GT20
Four Acres, March Riverside, Upwell	GT21
Bluebells, Tip End	GT22
Haygates Mill, Bartons Drove, Downham Market	GT23
102 London Road, Downham Market, Norfolk	GT24
The Oaks, Mill Drove, Northwold SHOWPERSONS	GT25
Gullpit Farm, Gullpit Drove, Stow Bridge, King's Lynn	GT26
Little Acres, Blunts Drove, Walton Highway, Wisbech	GT27
Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk	GT28
No 2 The Stables, (Rear of stables), Lynn Road, Wiggshall St Germans	GT29
20 High Road, Tilney Cum Islington, King's Lynn, Norfolk	GT30
Land to the rear of GT17 204 Small Lode	GT31
Black Dyke Farm, Hockwold	GT32
1 Longacre, Clydesdale Biggs Road, Walsoken	GT33
Creakesville, The Common, South Creake, Fakenham	GT34
Green Acres, 184 Small Lode, Upwell, Norfolk Park View (Land Adjacent 3 The Lodge), Small Lode, Upwell	GT35
Jays, The Common, South Creake, Fakenham, Norfolk	GT36
Land behind Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk	GT37
Land Behind GT37 Small Lode, Upwell	GT38

Existing Site Name	GT SITE AND MAP REF
Oak Tree Caravan, South Creake	GT39
Poplar Tree Farm, Bailey Lane, Clenchwarton, King's Lynn	GT40
R/O Plot 1, Green Lane, Walsoken, Wisbech	GT41
Red Barn, Cowles Drove, Hockwold cum Wilton	GT42
Homefield, Common Rd South, Walton Highway	GT43
Oak Lodge, Northwold	GT50
The Elms, The Common, South Creake, Fakenham	GT51
The Orchard, Hall Road, Clenchwarton, King's Lynn, Norfolk	GT52
The Paddocks, Chapel Road, Tilney Fen End	GT53
The Pines, Methwold Road, Whittington, King's Lynn, Norfolk	GT54
Victoria Barn, Land East of Basin Farm, Basin Road, Outwell	GT55
Wheatley Bank, Walsoken (South of Worzals paralell to A47)	GT56
Whitegates, The Common, South Creake, Fakenham, Norfolk	GT57
19 South Beach Road, Hunstanton	GT58
Spriggs Hollow, Wiggshall St Mary Magdalen	GT59
1 Waterlow Road, Waterlow Road, Hay Green, Terrington St Clement	GT60
155 Small Lode	GT61
Redgate Farm, Magdelan Road, Tilney St Lawrence SHOWPERSONS	GT62
Rope Walk, Appletons Yard - King's Lynn SHOWPERSONS	GT63
Tall Trees, (A1122) Downham Market	GT65
Land at Brandon Road, Methwold	GT66
Llamedos, Syderstone	GT67



Site Name/Settlement	Goshold Park	Site Reference	GT01
Site Capacity	Some remaining capacity	Site Area (Ha)	3.0
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.  The hazard for this site is high with a potential risk to life with significant depths and velocities) and providing safe access/egress/evacuation routes would be very challenging (particularly where, in the event of a breach there may be very limited time to warn residents and implement an evacuation)- in short, it is not appropriate to allocate highly vulnerable development in these areas.
Nationally and Locally Significant Landscapes		Development of the site would not have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would not have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.

Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Direct access to the existing road network. However, any impacts to the network will need mitigating to make sure the site can contribute towards a free flowing and safe road network.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	Unknown
Is the site being marketed?	Not Known
Availability Comments, (including build out rate)	Not Known
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitch within the current or 5-year period.

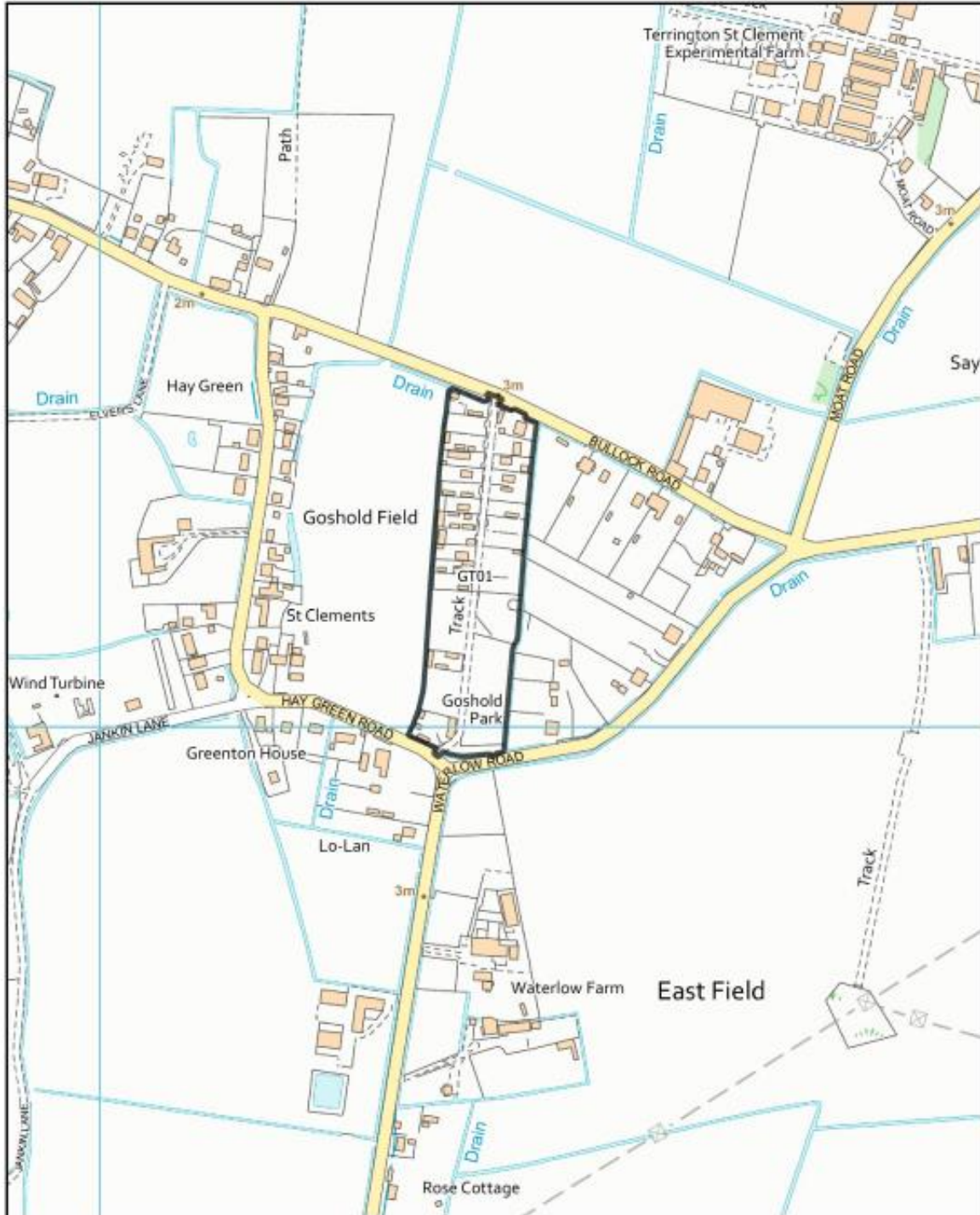
Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a danger to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p>	

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To reduce the sites' impact on neighbouring land uses, existing boundaries should be retained.

To conclude, the site is considered 'Potentially suitable' for development due to flooding constraints. The GTAA did not identify a specific current need for additional pitches on the site within the first 5 years of the Local Plan.



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GT01



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26/07/23

Site Name/Settlement	Southfork 2, Waterlow Road, Terrington St Clement	Site Reference	GT02
Site Capacity	No remaining capacity. No prospect for an extension to site	Site Area (Ha)	0.36
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	<b>The site is Potentially suitable</b>
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.  The hazard for this site is high with a potential risk to life with significant depths and velocities) and providing safe access/egress/evacuation routes would be very challenging (particularly where, in the event of a breach there may be very limited time to warn residents and implement an evacuation).
Nationally and Locally Significant Landscapes		Development of the site would not have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would not have either a neutral or positive impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.



Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Direct access to the existing road network. However, any impacts to the network will need mitigating to make sure the site can contribute towards a free flowing and safe road network. Applicant needs to demonstrate that acceptable visibility can be provided.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	Landowner would like to see intensification of the site.
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is an identified need for 1 additional current pitch and 2 additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	N/A

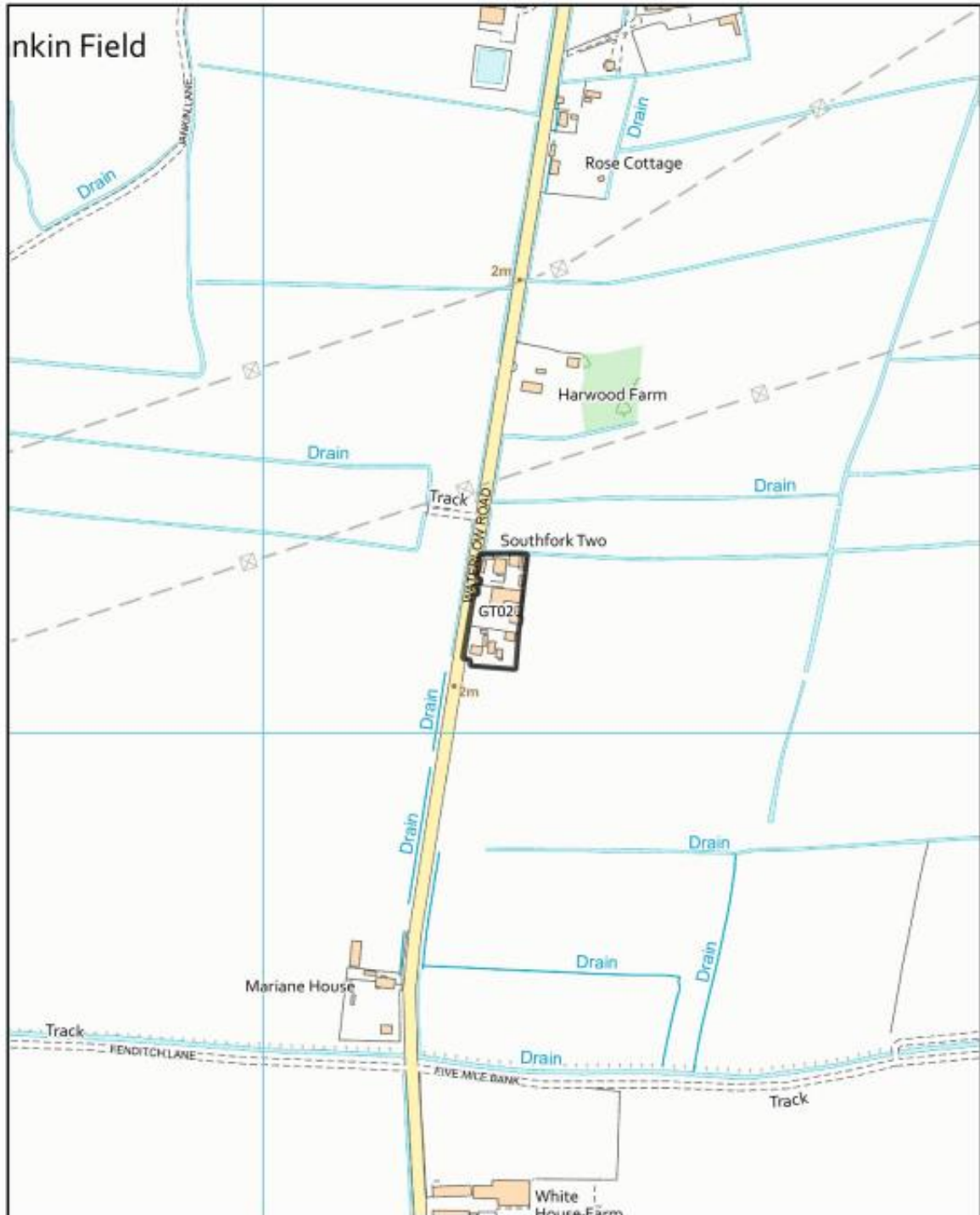
Conclusion	
The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.	

The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.

There remains no available capacity to accommodate an additional 3 pitches on this site. It is unlikely that an extension of the site can be secured.

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'potentially suitable' for development.



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GT02



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28/07/23

Site Name/Settlement	Micasa, Mill Road, Tilney St Lawrence	Site Reference	GT03
Site Capacity	No remaining capacity. No prospect for an extension to site	Site Area (Ha)	0.17
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event. The hazard for this site is high with a potential risk to life with significant depths and velocities) and providing safe access/egress/evacuation routes would be very challenging (particularly where, in the event of a breach there may be very limited time to warn residents and implement an evacuation)- in short, it is not appropriate to allocate highly vulnerable development in these areas.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would not have either a neutral or positive impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would not have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Direct access to the existing road network. However, any impacts to the network will need mitigating to make sure the site can contribute towards a free flowing and safe road network.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

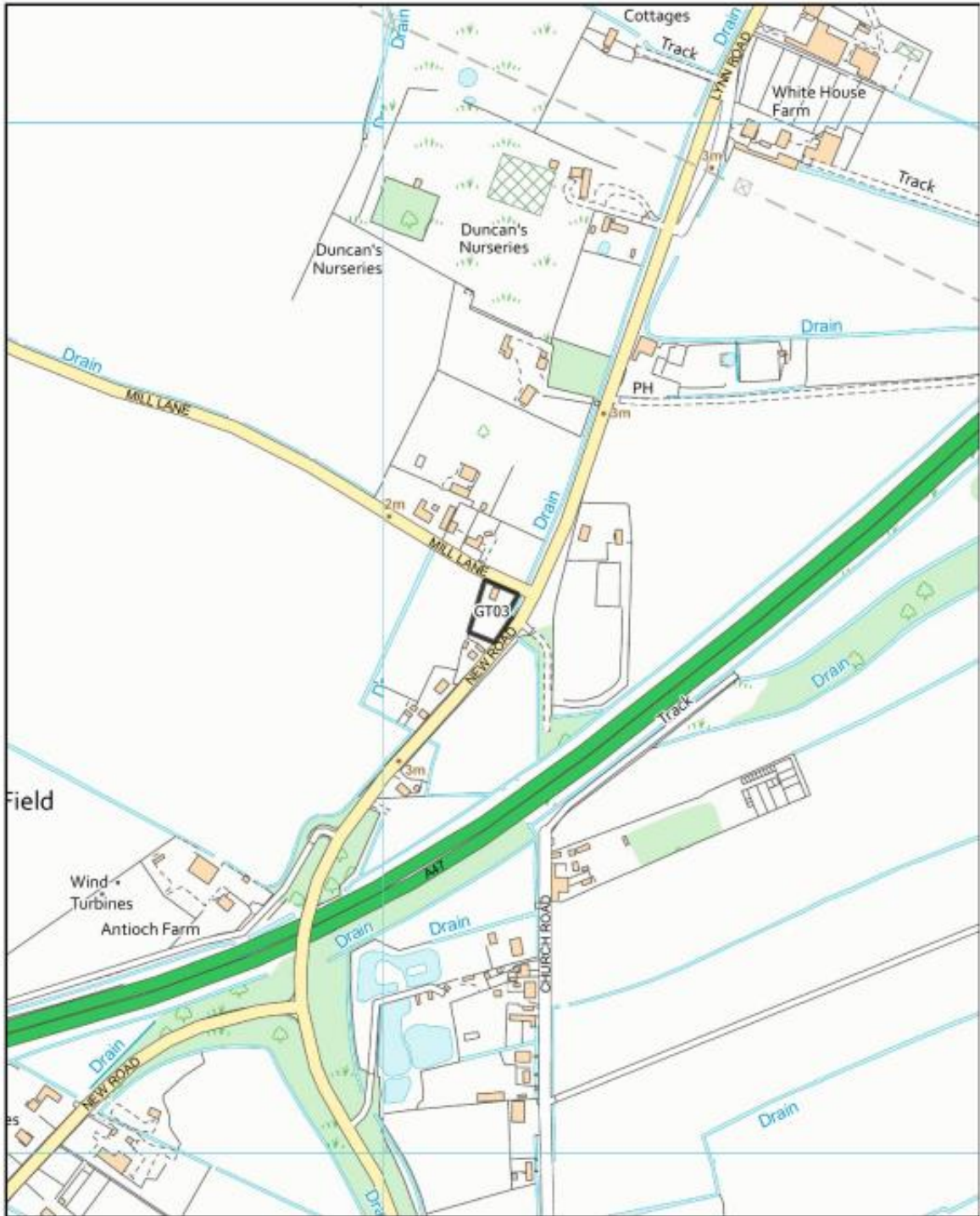
Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a danger to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p>	

There remains no available capacity to accommodate an additional 3 pitches on this site. It is unlikely that an extension of the site can be secured.

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'potentially suitable' for development due to flooding constraints.





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GT03



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28/07/23

Site Name/Settlement	Fairview, 115 Magdalen Road, Tilney St Lawrence	Site Reference	GT04
Site Capacity	No remaining capacity. No prospect for an extension to site	Site Area (Ha)	0.52
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event. The hazard for this site is high with a potential risk to life with significant depths and velocities) and providing safe access/egress/evacuation routes would be very challenging (particularly where, in the event of a breach there may be very limited time to warn residents and implement an evacuation)- in short, it is not appropriate to allocate highly vulnerable development in these areas.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Direct access to the existing road network. However, any impacts to the network will need mitigating to make sure the site can contribute towards a free flowing and safe road network.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no need for any additional pitches within the 5-year as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

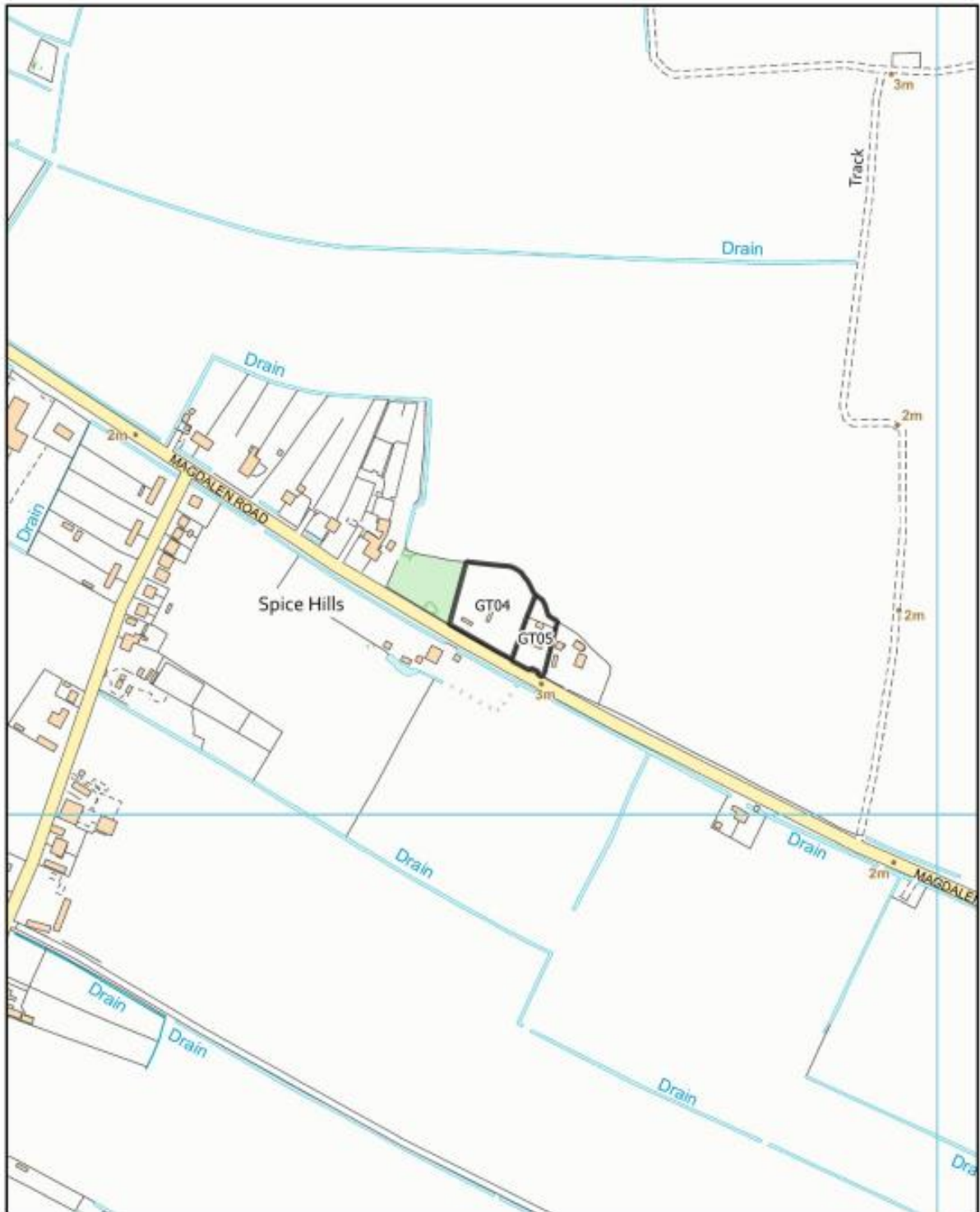
Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a danger to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at</p>	

this point. There remains no available capacity to accommodate an additional 3 pitches on this site. It is unlikely that an extension of the site can be secured.

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered potentially suitable for development due to flooding constraints. The GTAA did not identify a specific current need for additional pitches on the site within the first 5 years of the Local Plan.

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GT04 & GT05



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28/07/23

Site Name/Settlement	19 - 121 Magdalen Road, Tilney St Lawrence	Site Reference	GT05
Site Capacity	Some remaining capacity	Site Area (Ha)	0.23
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	The site potentially suitable (Exception)
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would not have either a neutral or positive impact, but importantly not have a detrimental impact, on townscapes.



Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Direct access to the existing road network. However, any impacts to the network will need mitigating to make sure the site can contribute towards a free flowing and safe road network.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Unknown
When is the site available?	Available
Is the site being marketed?	Not Known
Availability Comments, (including build out rate)	Not Known
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Potentially
Achievability Comments	There is an identified need for 1 additional pitch within 5-year period.

Trajectory	
Likely development period?	0-5 years

Conclusion	
The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing	

flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.

The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'potentially suitable' for development.



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**GT05**



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08/12/2023

Site Name/Settlement	12 & 14 High Road, Tilney Cum Islington, King's Lynn	Site Reference	GT06
Site Capacity	No remaining capacity. No prospect for an extension to site	Site Area (Ha)	0.12
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event. The hazard for this site is high with a potential risk to life with significant depths and velocities) and providing safe access/egress/evacuation routes would be very challenging (particularly where, in the event of a breach there may be very limited time to warn residents and implement an evacuation)- in short, it is not appropriate to allocate highly vulnerable development in these areas.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Direct access to the existing road network. However, any impacts to the network will need mitigating to make sure the site can contribute towards a free flowing and safe road network.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Unknown
When is the site available?	Not Available
Is the site being marketed?	Not Known
Availability Comments, (including build out rate)	Not Known
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitch within the current or 5-year period.

Trajectory	
Likely development period?	n/a

Conclusion	
The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a danger to life' in terms of potential flooding volume and depth.	

The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.

There remains no available capacity to accommodate an additional 3 pitches on this site. It is unlikely that an extension of the site can be secured.

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'Potentially suitable' for development due to flooding constraints. The GTAA did not identify a specific current need for additional pitches on the site within the first 5 years of the Local Plan.





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**GT06 & GT30**



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28/07/23

Site Name/Settlement	Springfields Caravan Park, 101 School Road, Tilney St Lawrence	Site Reference	GT07
Site Capacity	Some remaining capacity.	Site Area (Ha)	0.63
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	<b>The site is Potentially suitable</b>
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event. The hazard for this site is high with a potential risk to life with significant depths and velocities) and providing safe access/egress/evacuation routes would be very challenging (particularly where, in the event of a breach there may be very limited time to warn residents and implement an evacuation)- in short, it is not appropriate to allocate highly vulnerable development in these areas.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Direct access to the existing road network. However, any impacts to the network will need mitigating to make sure the site can contribute towards a free flowing and safe road network.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

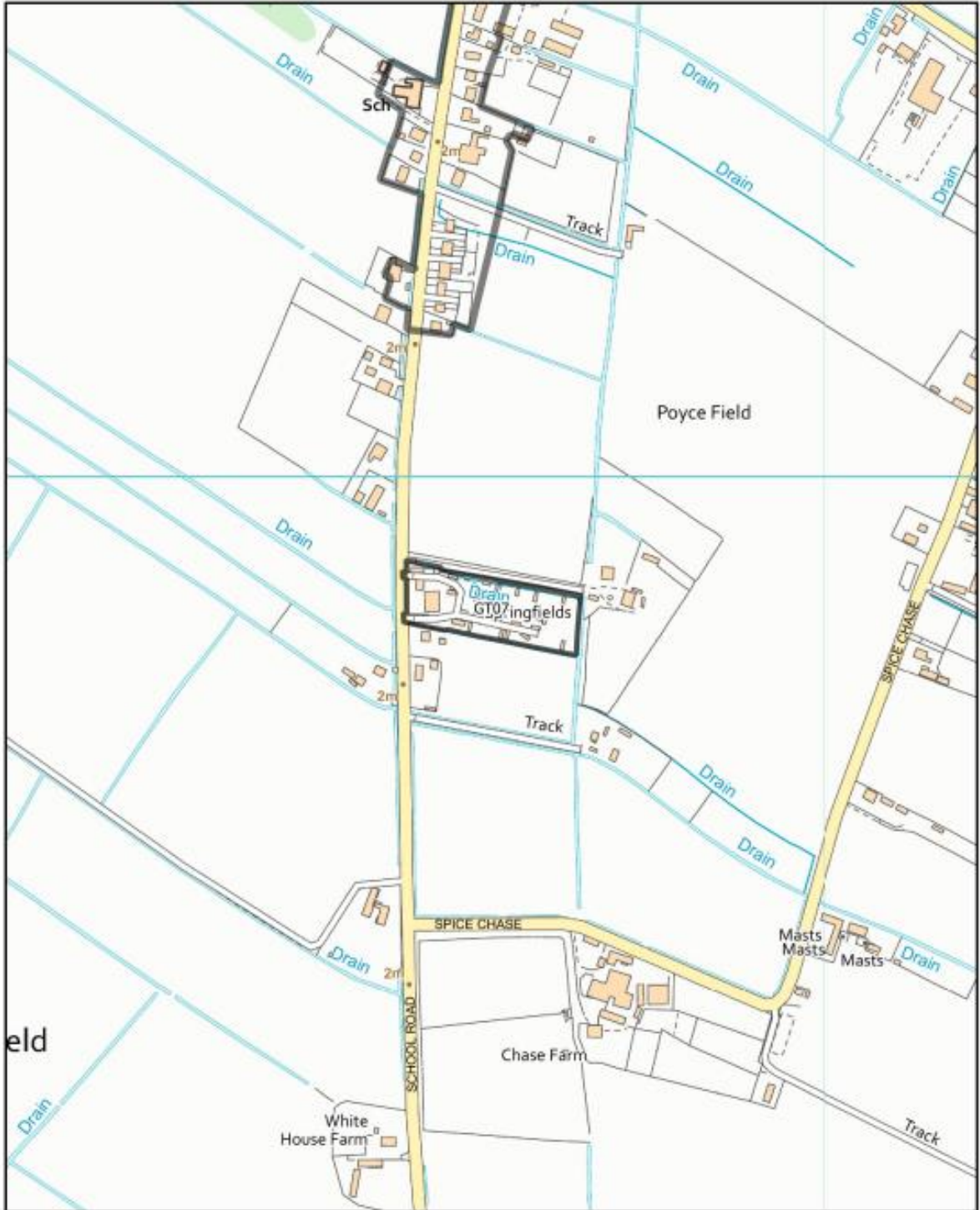
Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a danger to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p>	

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'Potentially suitable' for development due to flooding constraints. The GTAA did not identify a specific current need for additional pitches on the site within the first 5 years of the Local Plan.



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GT07



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Site Name/Settlement	Land at Country Park, Jubilee Lane	Site Reference	GT08
Site Capacity	Some remaining capacity.	Site Area (Ha)	0.58
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event. The hazard for this site is high with a potential risk to life with significant depths and velocities) and providing safe access/egress/evacuation routes would be very challenging (particularly where, in the event of a breach there may be very limited time to warn residents and implement an evacuation)- in short, it is not appropriate to allocate highly vulnerable development in these areas.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.

Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Direct access to the existing road network. However, any impacts to the network will need mitigating to make sure the site can contribute towards a free flowing and safe road network.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

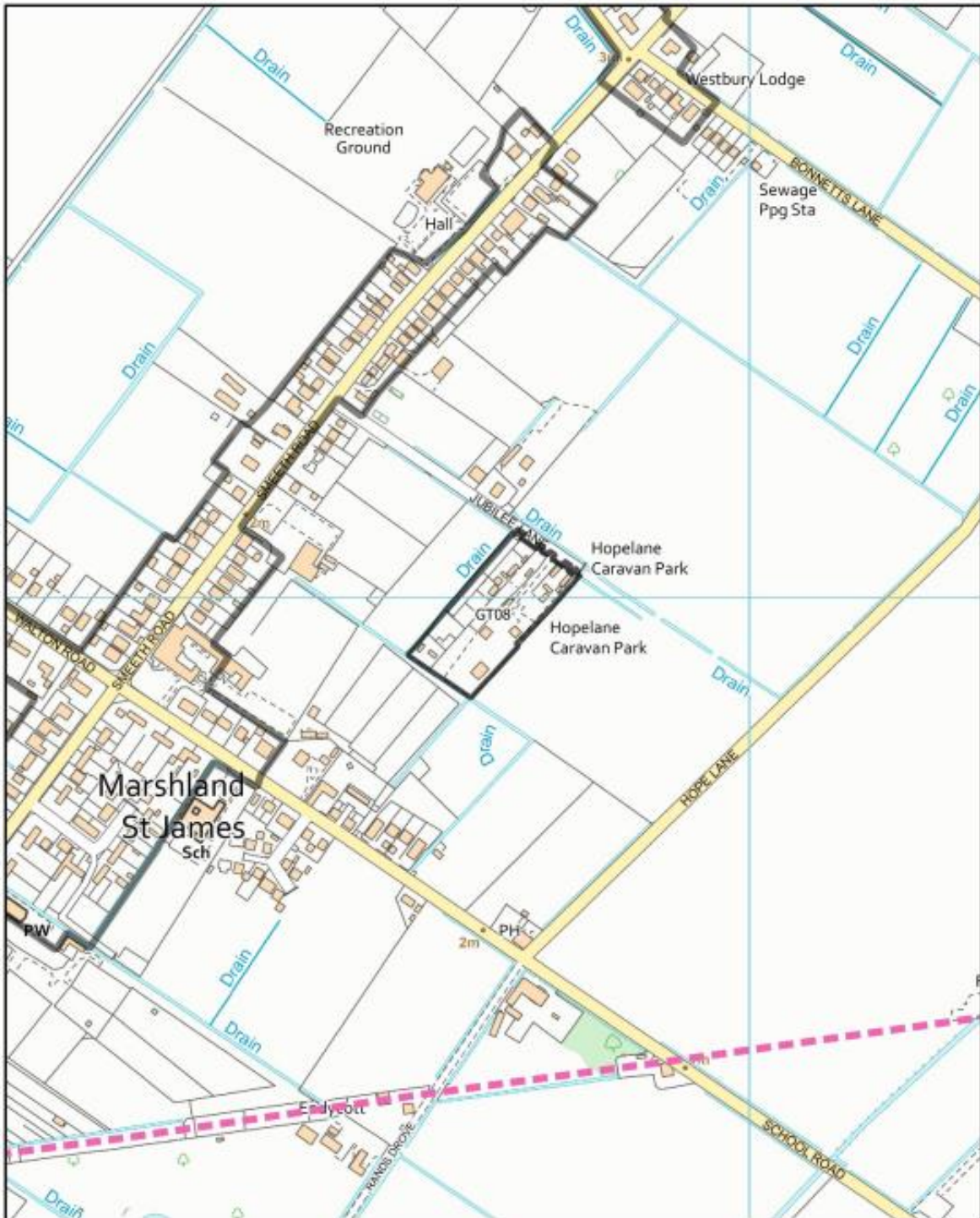
Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is not an identified for any additional pitches within the 5-year as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a danger to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p>	



To conclude, the site is considered 'Potentially suitable' for development due to flooding constraints. The GTAA did not identify a specific current need for additional pitches on the site within the first 5 years of the Local Plan.



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GT08



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Site Name/Settlement	The Stables, Gooses Lane, Walpole St Andew	Site Reference	GT09
Site Capacity	Some remaining capacity.	Site Area (Ha)	0.26
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable (Exception)</b>
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Potentially
Achievability Comments	There is an identified need for 1 additional pitch within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

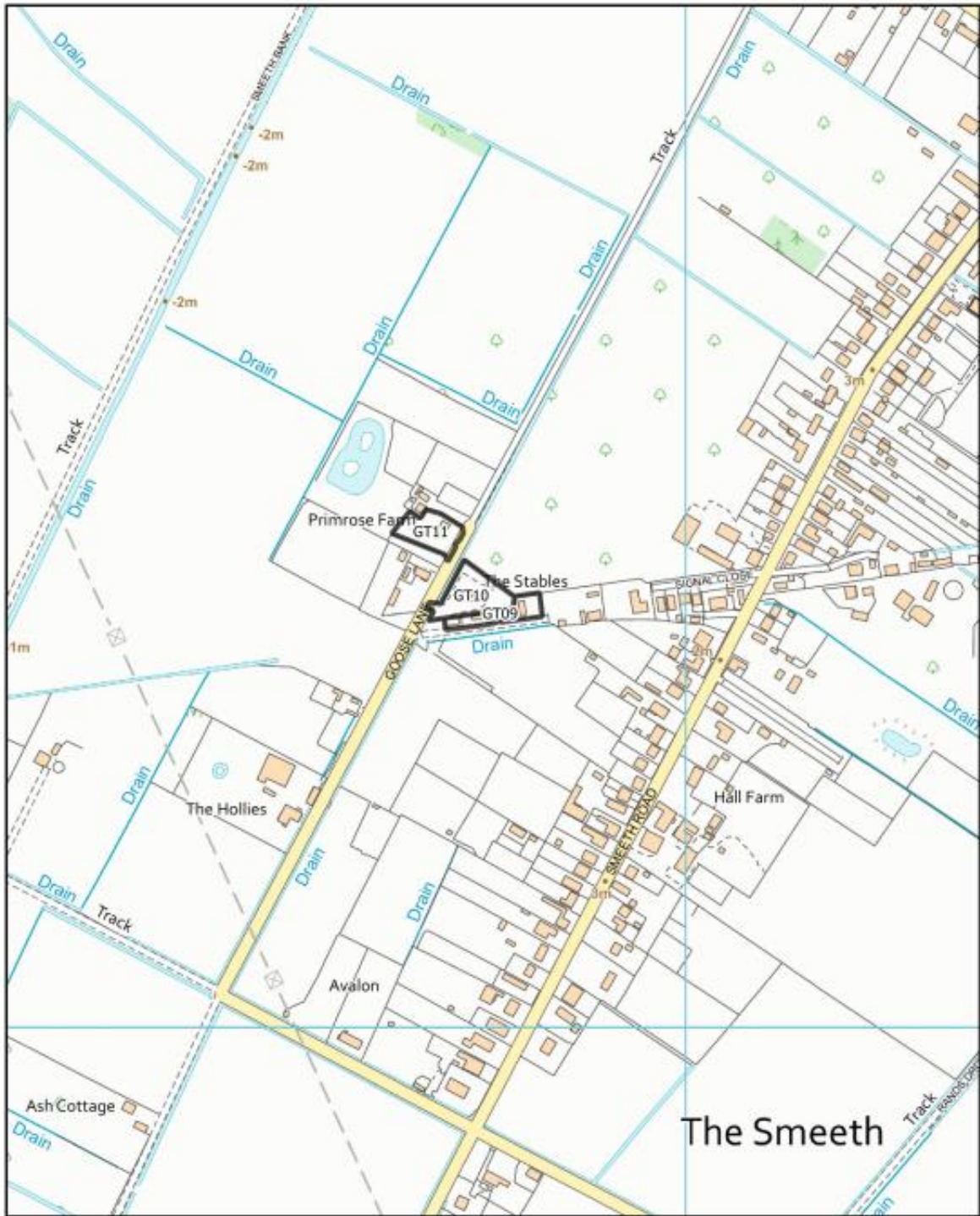
Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p>	

There remains no available capacity to accommodate an additional 3 pitches on this site. It is unlikely that an extension of the site can be secured.

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'potentially suitable' for development due to flooding constraints.





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GT09, GT10 & GT11



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28/07/23

Site Name/Settlement	The Stables, Gooses Lane (Eastern Siade), Walpole St Andrew	Site Reference	GT10
Site Capacity	Some remaining capacity	Site Area (Ha)	0.30
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable</b>
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.



Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-year as identified within the GTAA 2023.

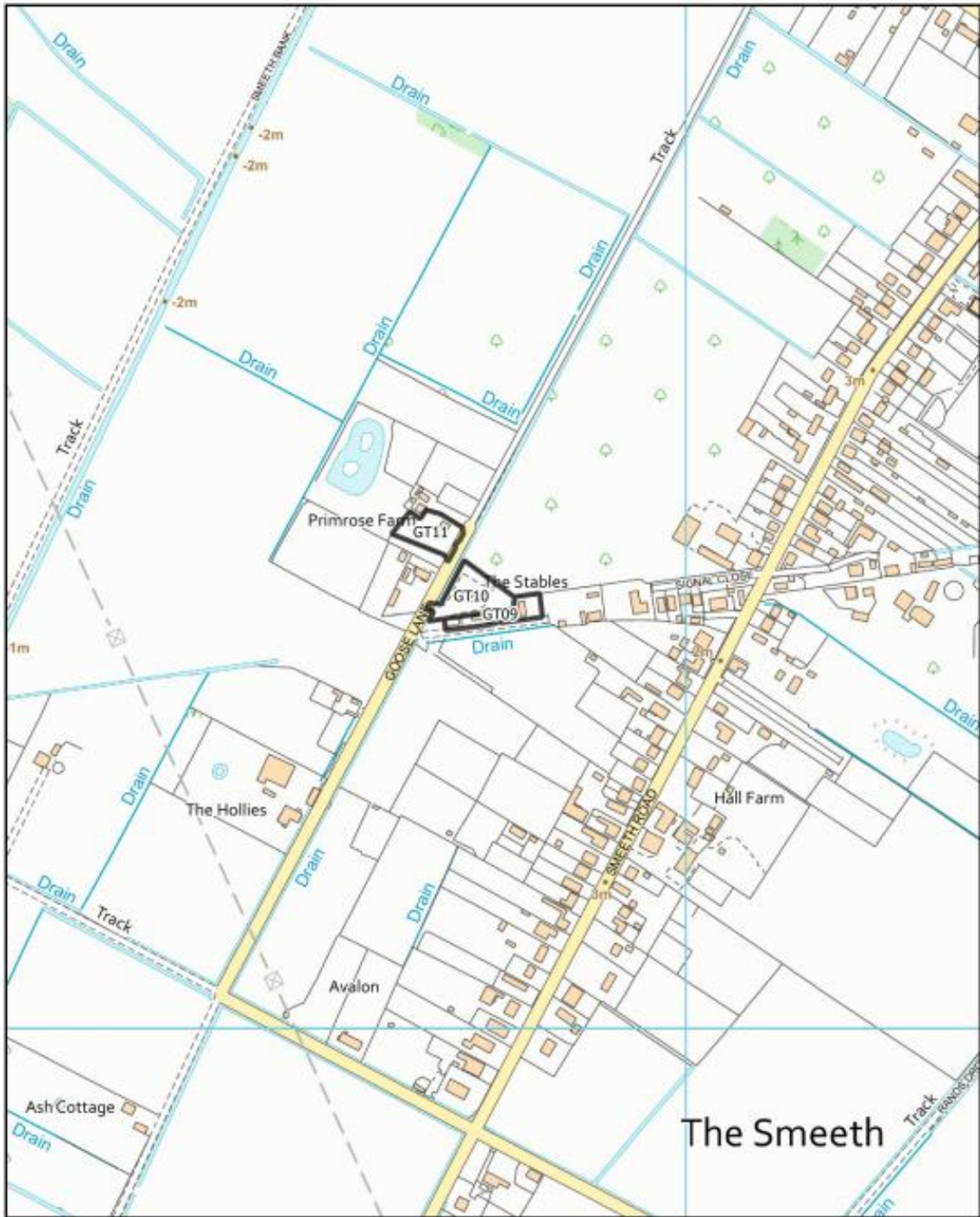
Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.</p>	

The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'Potentially suitable' for development due to flooding constraints.



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**GT09, GT10 & GT11**



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28/07/23

Site Name/Settlement	Homefields, (Western Side, Goose Lane), Walpole St Andrew, (Homefield)	Site Reference	GT11
Site Capacity	Some remaining capacity	Site Area (Ha)	0.21
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable (Exception)</b>
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.  As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Potentially
Achievability Comments	There is an identified need for 1 additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.	

The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'potentially suitable' for development due to flooding constraints.





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**GT11**



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08/12/2023



Site Name/Settlement	81 Broadend Road, Walsoken	Site Reference	GT12
Site Capacity	Some remaining capacity	Site Area (Ha)	0.41
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is located within Flood Zone 2 & 3 of the BCKLWN SFRA (2017) and Flood Zone 2 & 3a. As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.

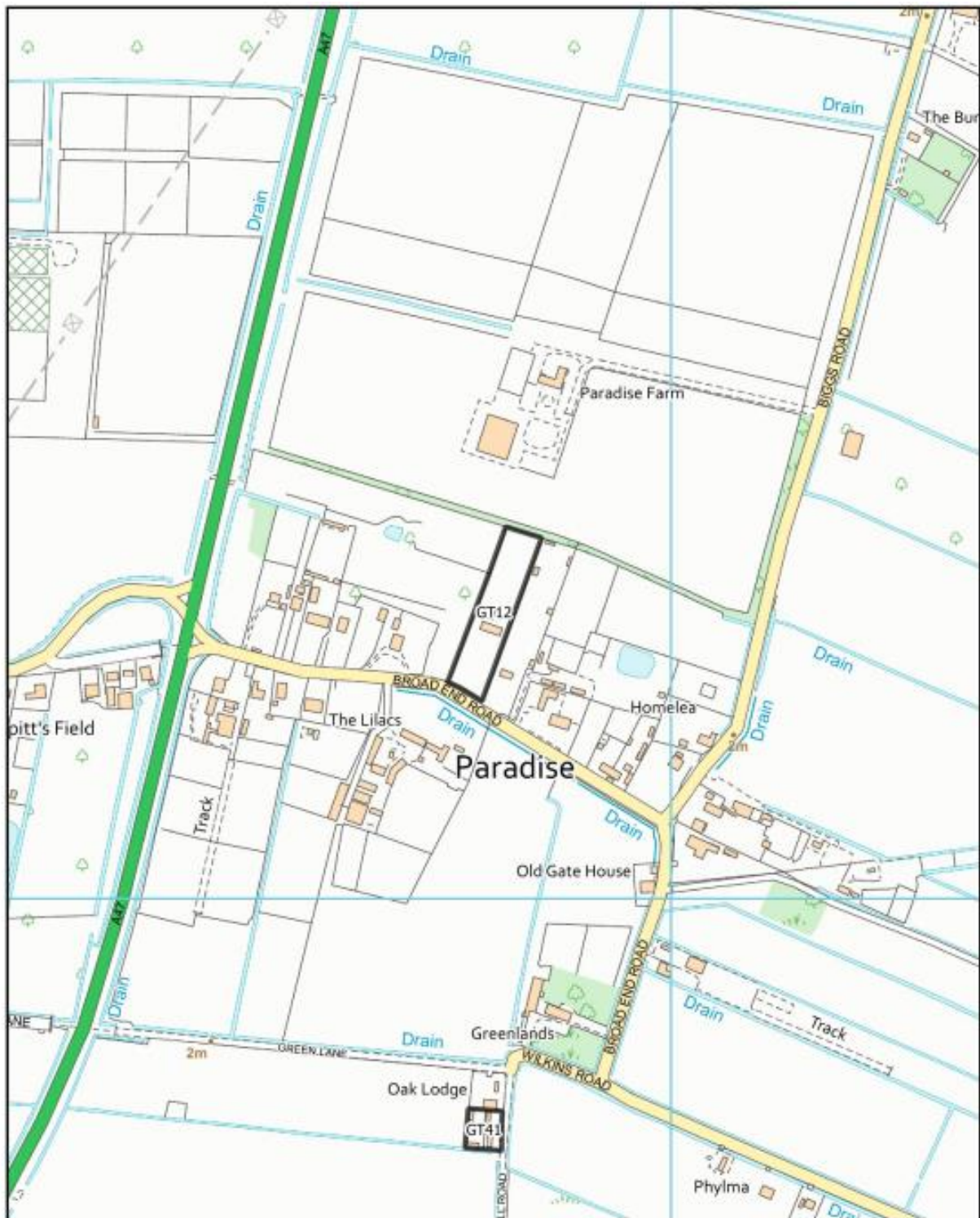
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified current or 5-year need for additional pitches as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a medium risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'Potentially suitable' for development with some mitigation measures.</p>	



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### GT12 & GT41



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28/07/23

Site Name/Settlement	3 Long Acre and Land Next to Clydesdale , Biggs Road	Site Reference	GT13
Site Capacity	Some remaining capacity	Site Area (Ha)	0.58
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is not within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event. The hazard for this site is high with a potential risk to life with significant depths and velocities) and providing safe access/egress/evacuation routes would be very challenging (particularly where, in the event of a breach there may be very limited time to warn residents and implement an evacuation)- in short, it is not appropriate to allocate highly vulnerable development in these areas.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified current or 5-year need for additional pitches as identified within the GTAA 2023.

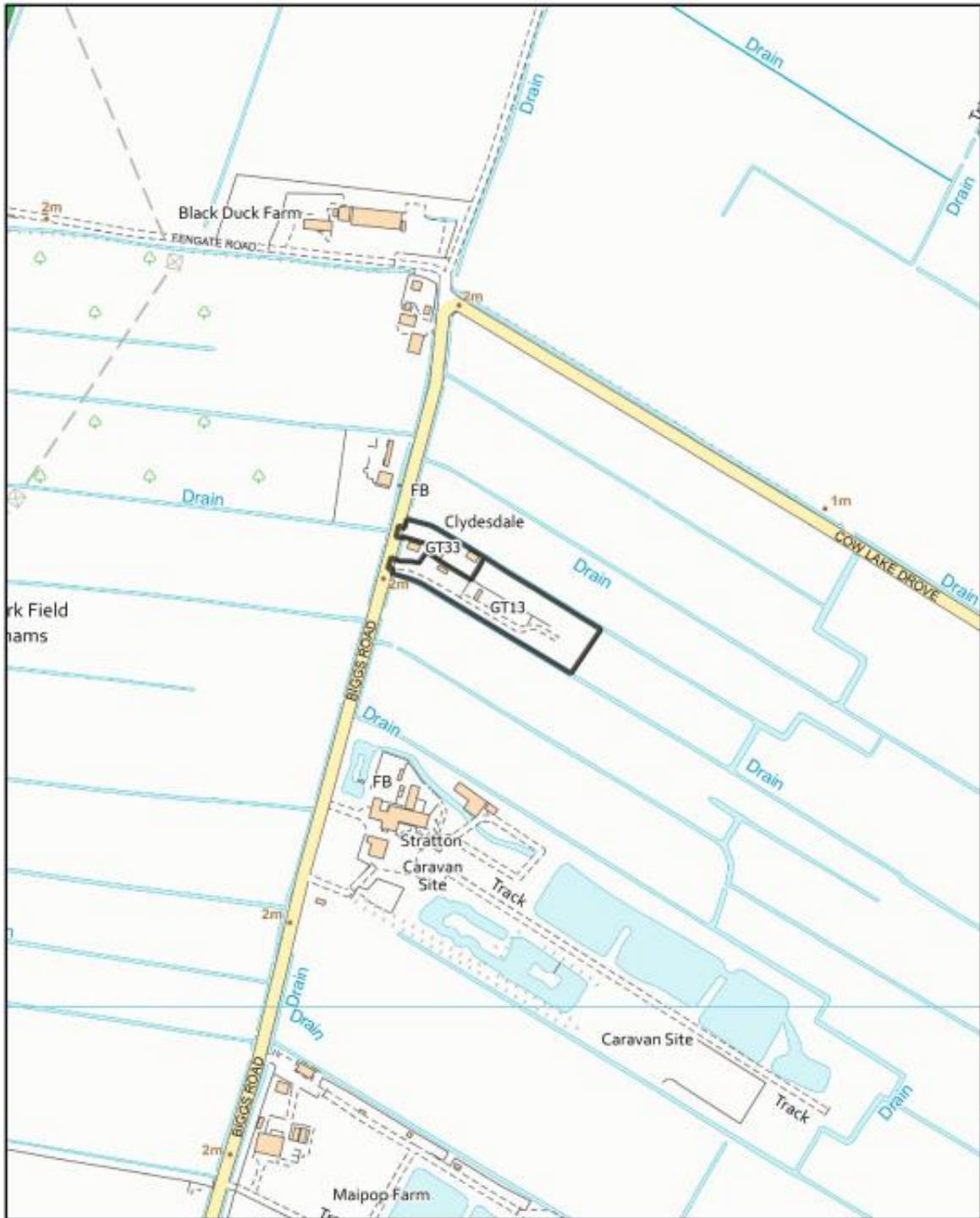
Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a danger to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p>	

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'Potentially suitable' for development due to flooding constraints.





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### GT13 & GT33



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28/07/23



Site Name/Settlement	West Walton Court, Blunts Drove, Walton Highway	Site Reference	GT14 and Broad location
Site Capacity	Some remaining capacity	Site Area (Ha)	1.34
Proposed Number of additional pitches/plots	10 (with Broad Location)	Ownership	Private/Public

Is the site suitable?	<b>The site is potentially suitable</b>
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site	Yellow	Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities	Red	No core services within 800m/10 minutes walking distance.
Utilities Capacity	Green	No concerns raised.
Utilities Infrastructure	Green	Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability	Green	No known issues. The site is unlikely to be contaminated.
Flood Risk	Yellow	<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity	Green	Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Site is full but land to the rear is potentially available.
When is the site available?	0-5 years
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	10+

Achievability (including Viability)	
Is the site achievable?	Potentially
Achievability Comments	There is no identified need for any additional pitch within the 5-years as identified within the GTAA 2023.

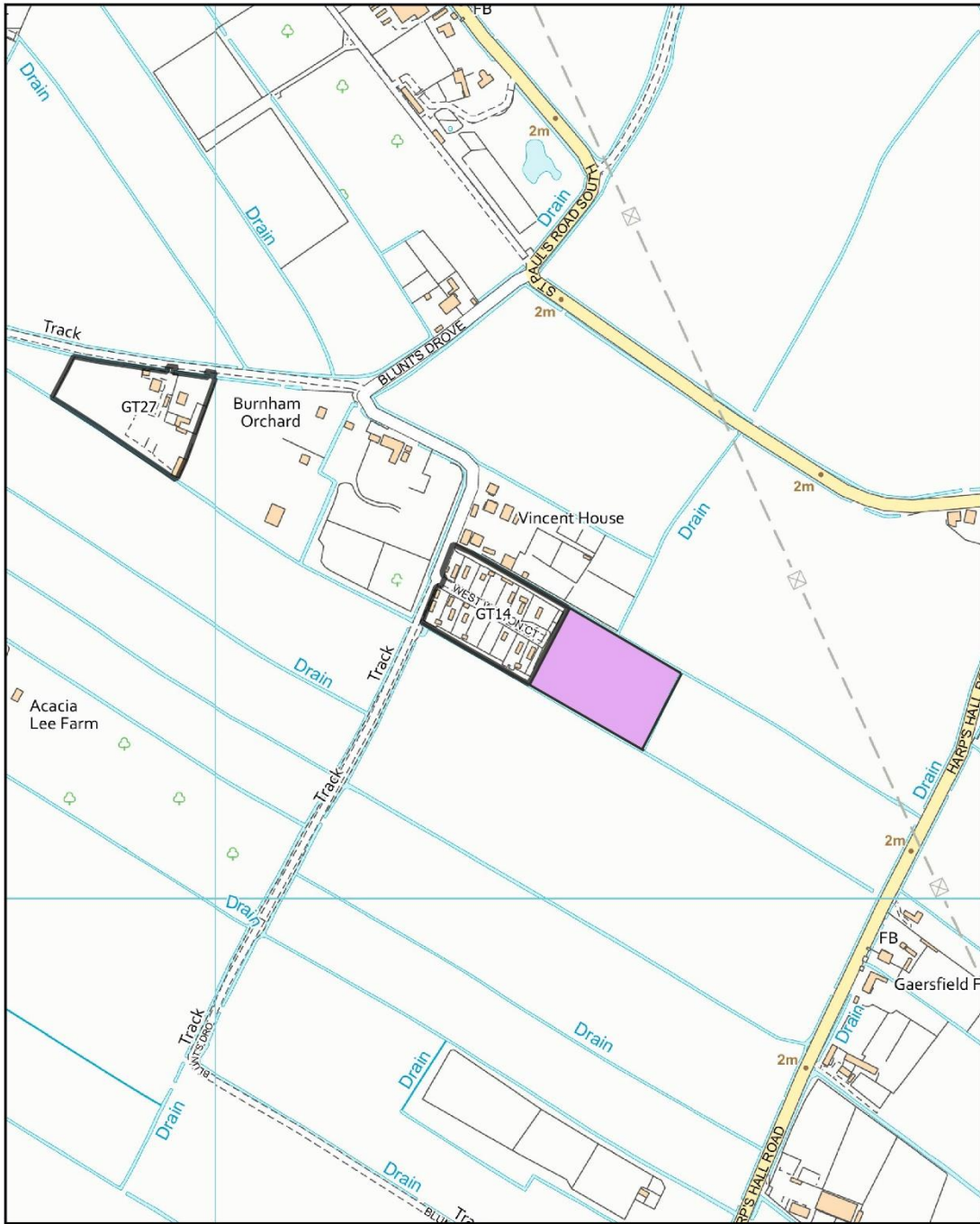
Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at</p>	

this point. In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

There is a potential to expand this site to the rear subject to flooding constraints being adequately satisfied. The area of potential expansion is identified in purple as a Broad Location for future growth.

To conclude, the site is considered 'potentially suitable' for development.



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**GT14 & GT27**



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28/07/23

Site Name/Settlement	Land SW Common Road (The Bungalow) Walton Highway	Site Reference	GT15
Site Capacity	Some remaining capacity	Site Area (Ha)	1.0
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	<b>The site is Potentially suitable</b>
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	unauthorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		No concerns.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigate.

Availability Assessment	
Is the site available in the plan period?	Site is full but land to the rear is potentially available.
When is the site available?	0-5 years
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Yes
Achievability Comments	There is an identified need for 1 additional pitch within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

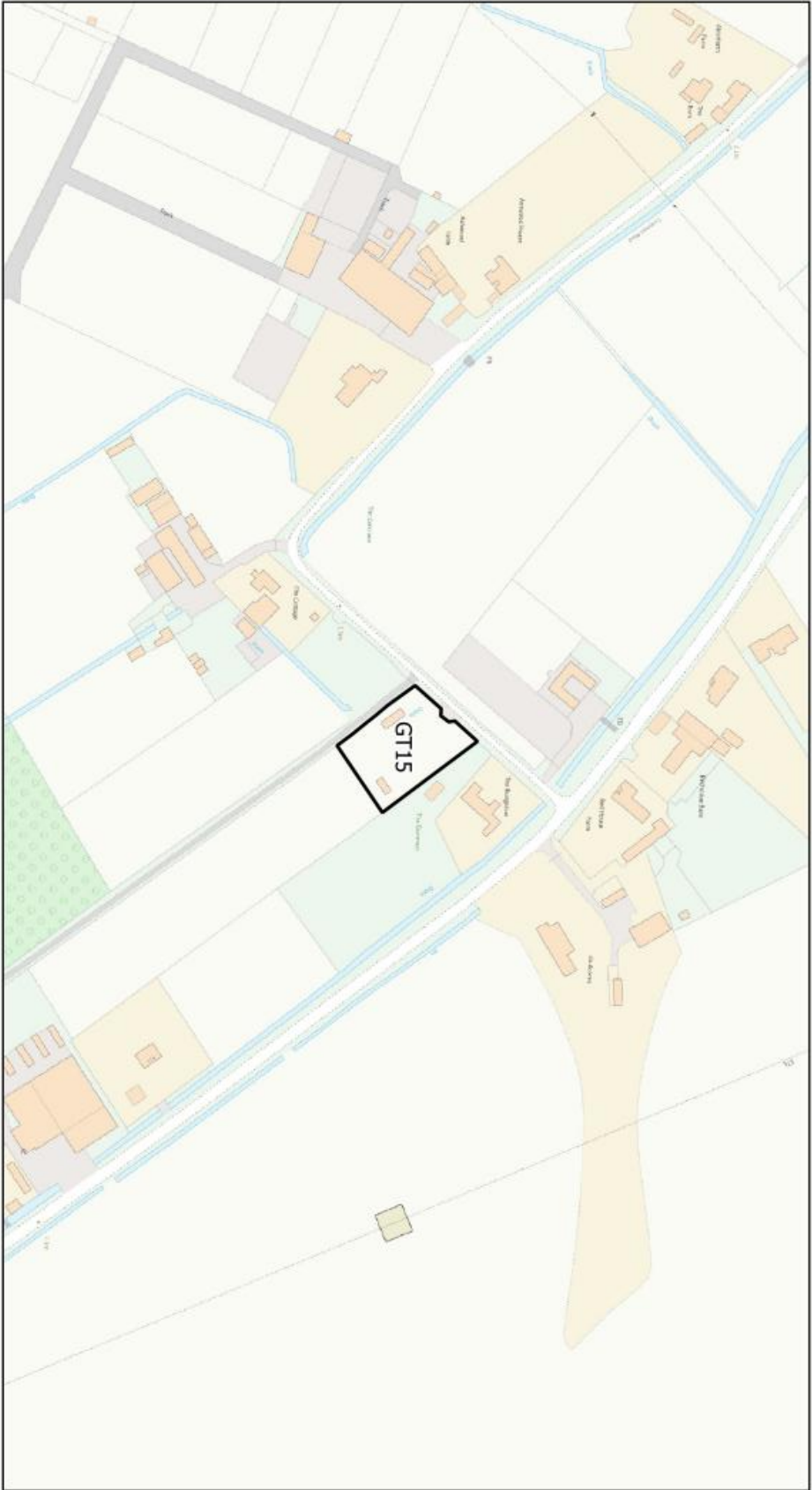
Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at</p>	



this point. In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

There is a potential to expand this site to the rear subject to flooding constraints being adequately satisfied.

To conclude, the site is considered 'potentially suitable' for development.



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**GT15**

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25/03/2024

Site Name/Settlement	Saddlebow	Site Reference	GT16
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	1.43
Proposed Number of additional pitches/plots	0	Ownership	Public

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.  As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.

Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		No concerns.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigate.

Availability Assessment	
Is the site available in the plan period?	Available.
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

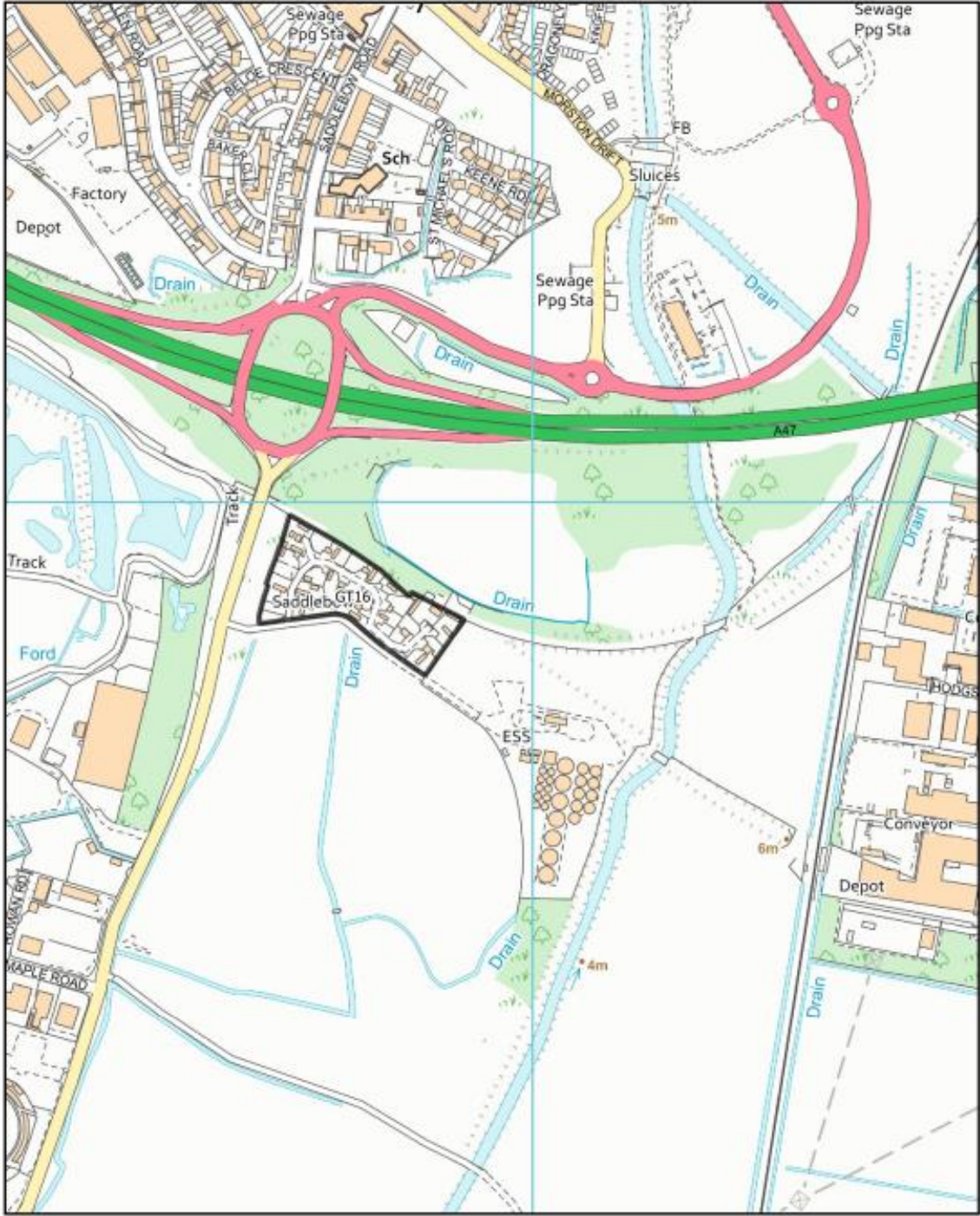
Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered ‘a danger to life’ in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p>	

The site management company has stated that the site is full to capacity with no further opportunity for expansion.

To conclude, the site is considered 'Potentially suitable' for development due to flooding and capacity constraints.



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GT16



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28/07/23



Site Name/Settlement	The Lodge, 196 - 198 Small Lode, Upwell (The Caravan Site)	Site Reference	GT17 and Broad Location
Site Capacity	Limited remaining capacity, but more with Broad Location	Site Area (Ha)	2.23
Proposed Number of additional pitches/plots	13 with Broad Location	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable</b>
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.

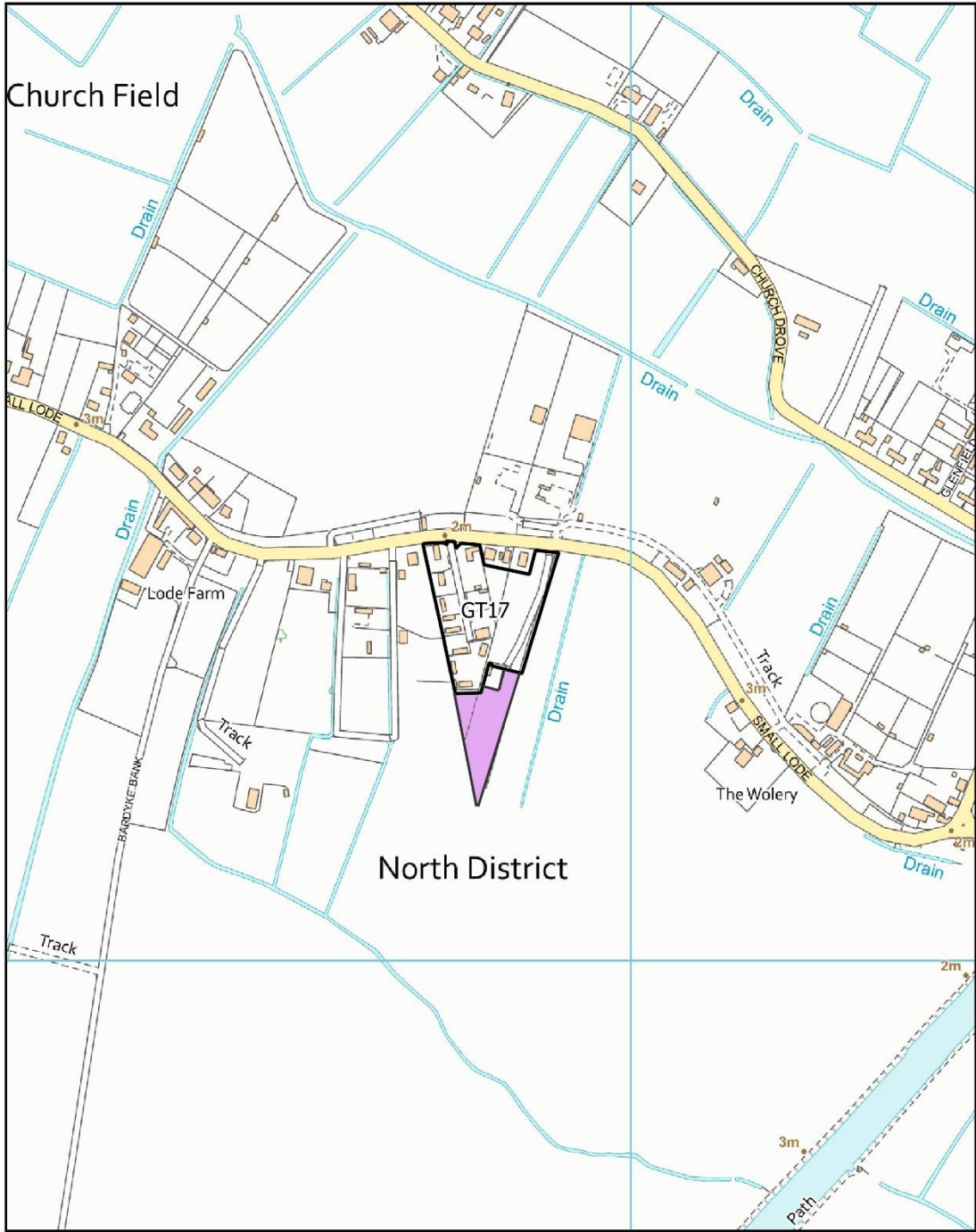
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.
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Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	13 with broad location

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is an identified need for 11 current additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered ‘a medium risk to life’ in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and some further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, is considered ‘ potentially suitable’ for development with some mitigation measures.</p>	



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**GT17**



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11/12/2023

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Site Name/Settlement	Primrose Farm, Small Lode, Upwell	Site Reference	GT18 and Broad Location
Site Capacity	Limited remaining capacity, but more with Broad Location	Site Area (Ha)	2.17
Proposed Number of additional pitches/plots	16 with Broad Location	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable</b>
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised and unauthorised.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The frontage of the site is within Flood Zone 1. The remainder of the site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Yes, the site is being promoted by the landowner
Availability Comments, (including build out rate)	Planning application in for additional 7 pitches, but yet to be validated.
Site Capacity	16+ with broad location

Achievability (including Viability)	
Is the site achievable?	Potentially
Achievability Comments	There is an identified current need for 12 pitches within the GTAA 2023.

Trajectory	
Likely development period?	0-5 Years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a medium risk to life' in terms of potential flooding volume and depth. The frontage of the site is potentially suitable where there is a low risk from flooding. Mitigation would be required here due to its close proximity to the higher risk flood zone. Further work is needed to address the existing flooding</p>	

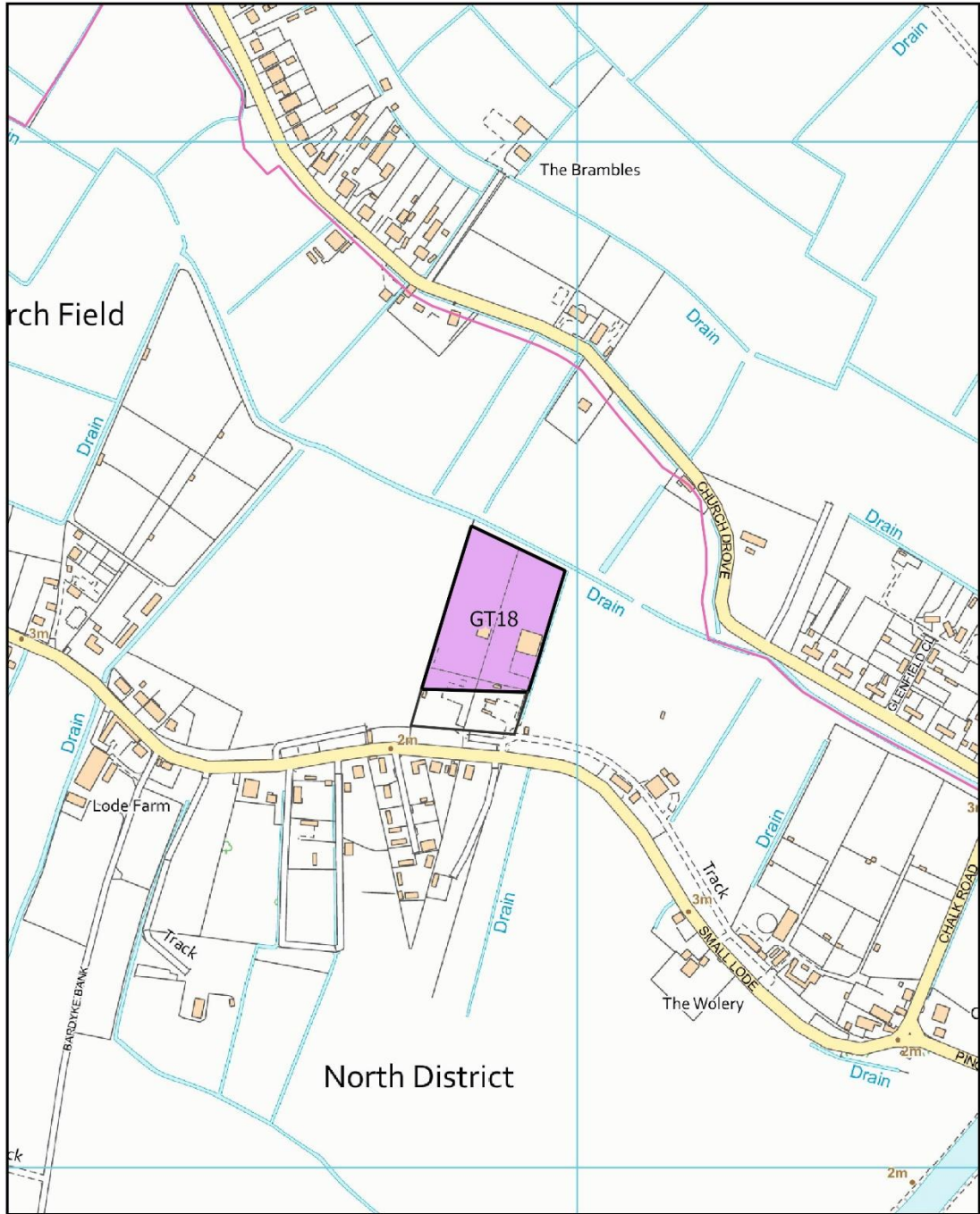
constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.

The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, that part of the site is considered 'potentially suitable' for development with some mitigation measures.





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**GT18**



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08/12/2023



Site Name/Settlement	Dunroamin, Stone House Road, Upwell	Site Reference	GT19
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.18
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	There are some constraints but these are likely to be addressed by adequate mitigation measures.
Planning Status	Authorised.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk)
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/		Near residential dwellings. Development of the site could have issues of compatibility with

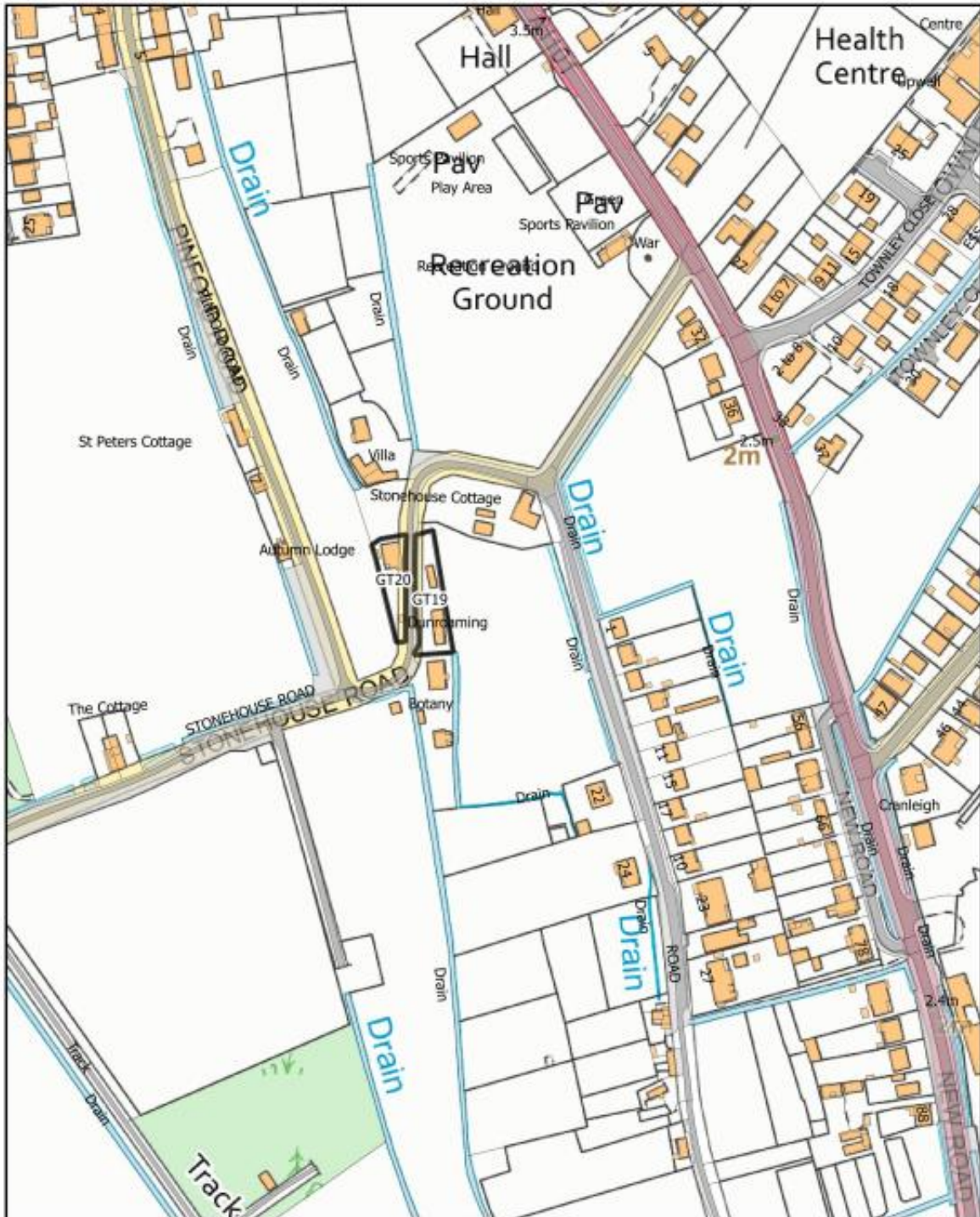
Adjoining Uses		neighbouring/adjoin uses; however, these could be reasonably mitigated.
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Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-year as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>	



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GT19 & GT20



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28/07/23

Site Name/Settlement	Botany Bay, Stonehouse Road, Upwell	Site Reference	GT20
Site Capacity	Some remaining capacity	Site Area (Ha)	0.19
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	<b>The site is suitable</b>
Suitability Comments?	There are some constraints but these are likely to be addressed by adequate mitigation measures.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk)
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

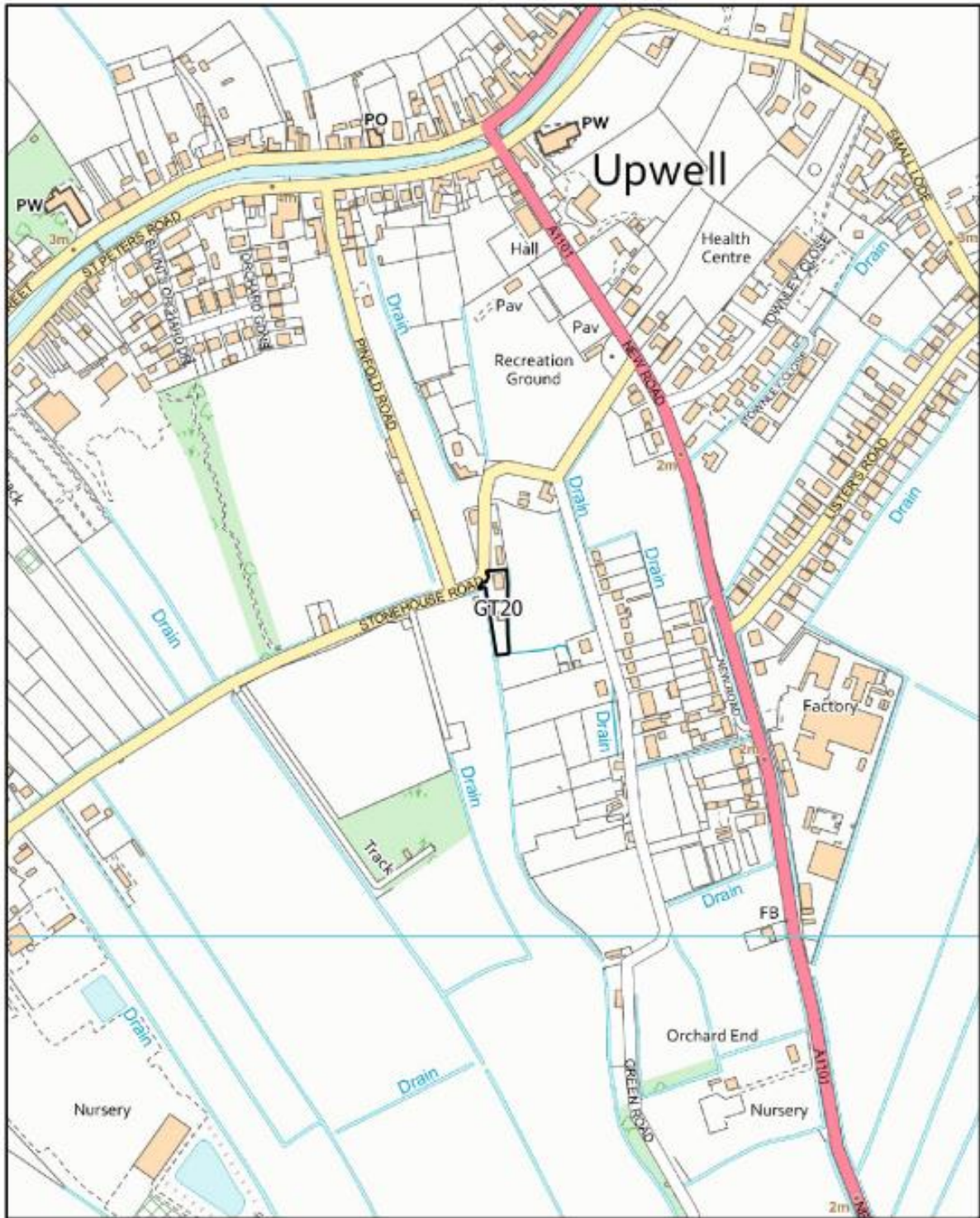
Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is an identified for 1 additional pitch within the 5-year as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and some further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'suitable' for development with some mitigation measures.</p>	





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**GT20**



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08/12/2023



Site Name/Settlement	Four Acres, March Riverside, Upwell	Site Reference	GT21
Site Capacity	Some remaining capacity	Site Area (Ha)	01.49
Proposed Number of additional pitches/plots	5 with Broad Location	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable</b>
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is located within Flood Zone 2 & 3 of the BCKLWN SFRA (2017) and Flood Zone 2 & 3a As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site..
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.

Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

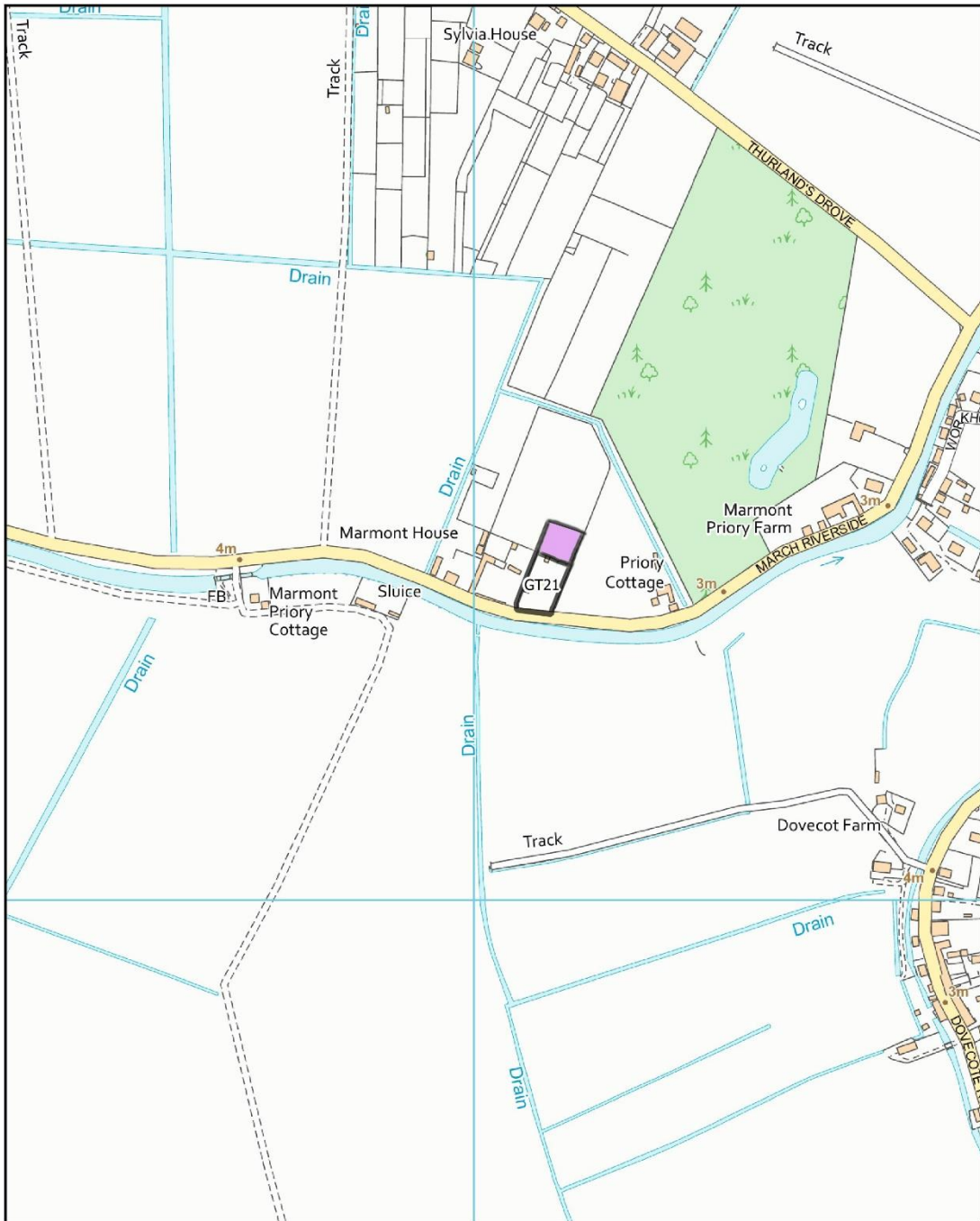
Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	5

Achievability (including Viability)	
Is the site achievable?	Potentially
Achievability Comments	There is an identified need for 5 current pitches and 1 additional pitch within the 5-year as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and some further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p>	

To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.



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GT21



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28/07/23

Site Name/Settlement	Bluebells, Wisbech Road, Tipps End, Welney	Site Reference	GT22
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.19
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable</b>
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site	Yellow	Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities	Red	No core services within 800m/10 minutes walking distance.
Utilities Capacity	Green	No concerns raised.
Utilities Infrastructure	Green	has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability	Green	No known issues. The site is unlikely to be contaminated.
Flood Risk	Green	The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape	Yellow	Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity	Green	Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure	Green	No known issues. The site is not located on an identified open space.
Transport and Roads	Yellow	Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change	Green	The site is not adjacent to a Coastal Flood Hazard Zone.

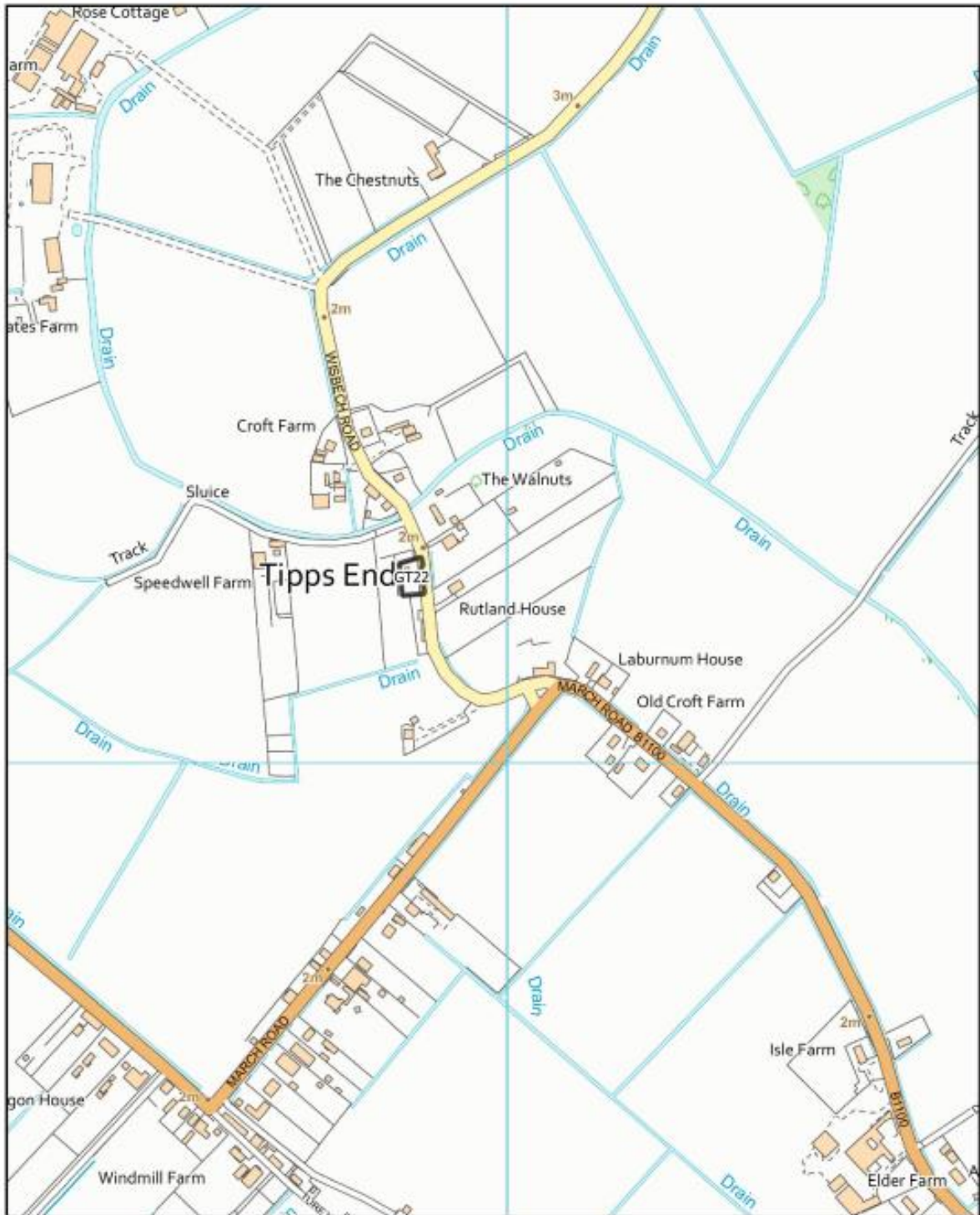
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.
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Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	From year 1
Is the site being marketed?	Yes. The landowner is actively promoting the site.
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is no identified current or 5-year need for additional pitches as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include highways and its impact on local character and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'suitable' for development with some mitigation measures.</p>	



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GT22



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Site Name/Settlement	Haygates Mill, Bartons Drove, Downham Market	Site Reference	GT23
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.27
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.  As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

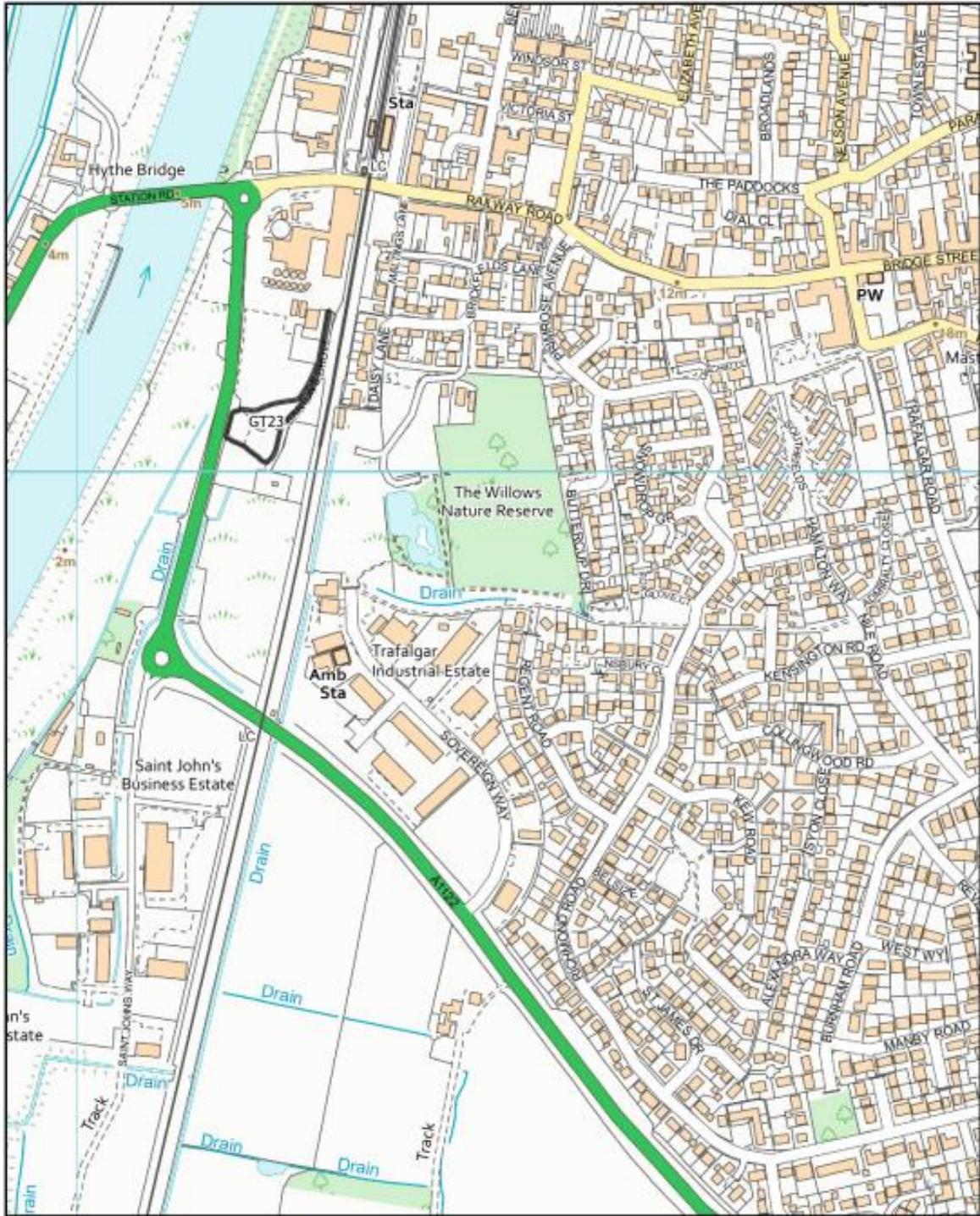
Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a High risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p>	

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.

To conclude, the site is considered 'Potentially suitable' for development.



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GT23



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Site Name/Settlement	102 London Road, Downham Market	Site Reference	GT24
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.18
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable</b>
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		"Development of the site could have a detrimental impact on a designated or non-designated heritage asset or tier setting. However, the impact could be reasonably mitigated Opposite the Listed Building at Crow Hall, 1 Wingfields, Downham Market, Norfolk, PE38 9AR".
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		No concerns.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/		Near residential dwellings. Development of the site could have issues of compatibility with



Adjoining Uses		neighbouring/adjoin uses; however, these could be reasonably mitigated.
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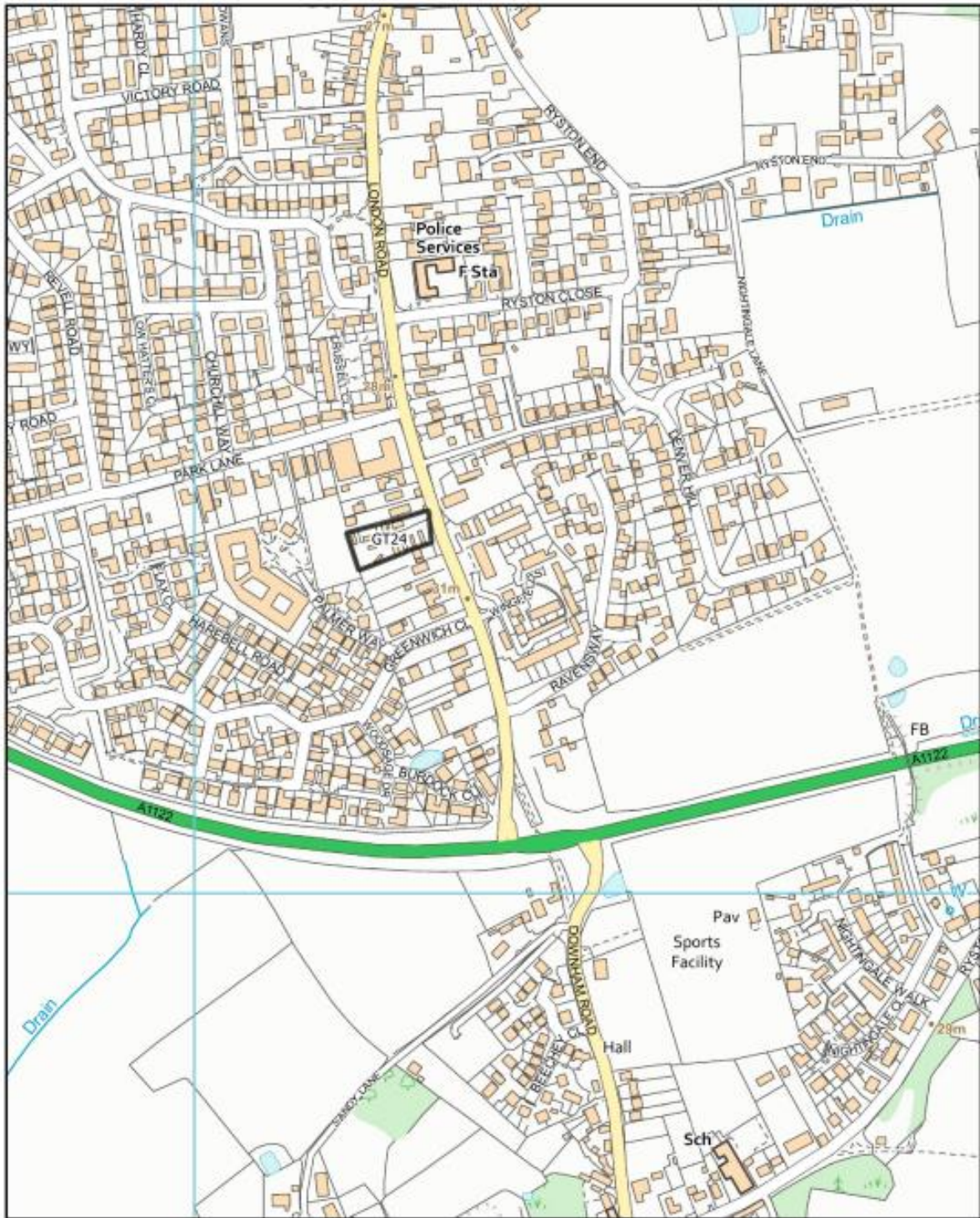
Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>





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GT24



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28/07/23

Site Name/Settlement	The Oaks, Mill Drove, Northwold	Site Reference	GT25
Site Capacity	Some remaining capacity	Site Area (Ha)	0.21
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	The site is suitable
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site	Yellow	Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities	Red	No core services within 800m/10 minutes walking distance.
Utilities Capacity	Green	No concerns raised.
Utilities Infrastructure	Green	has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability	Green	No known issues. The site is unlikely to be contaminated.
Flood Risk	Green	The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity	Green	Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure	Green	No known issues. The site is not located on an identified open space.
Transport and Roads	Yellow	Increased slowing stopping & turning movements at a corridor of movement represent a concern. Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change	Green	The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/	Green	No Neighbouring or adjoining land use constraints identified.

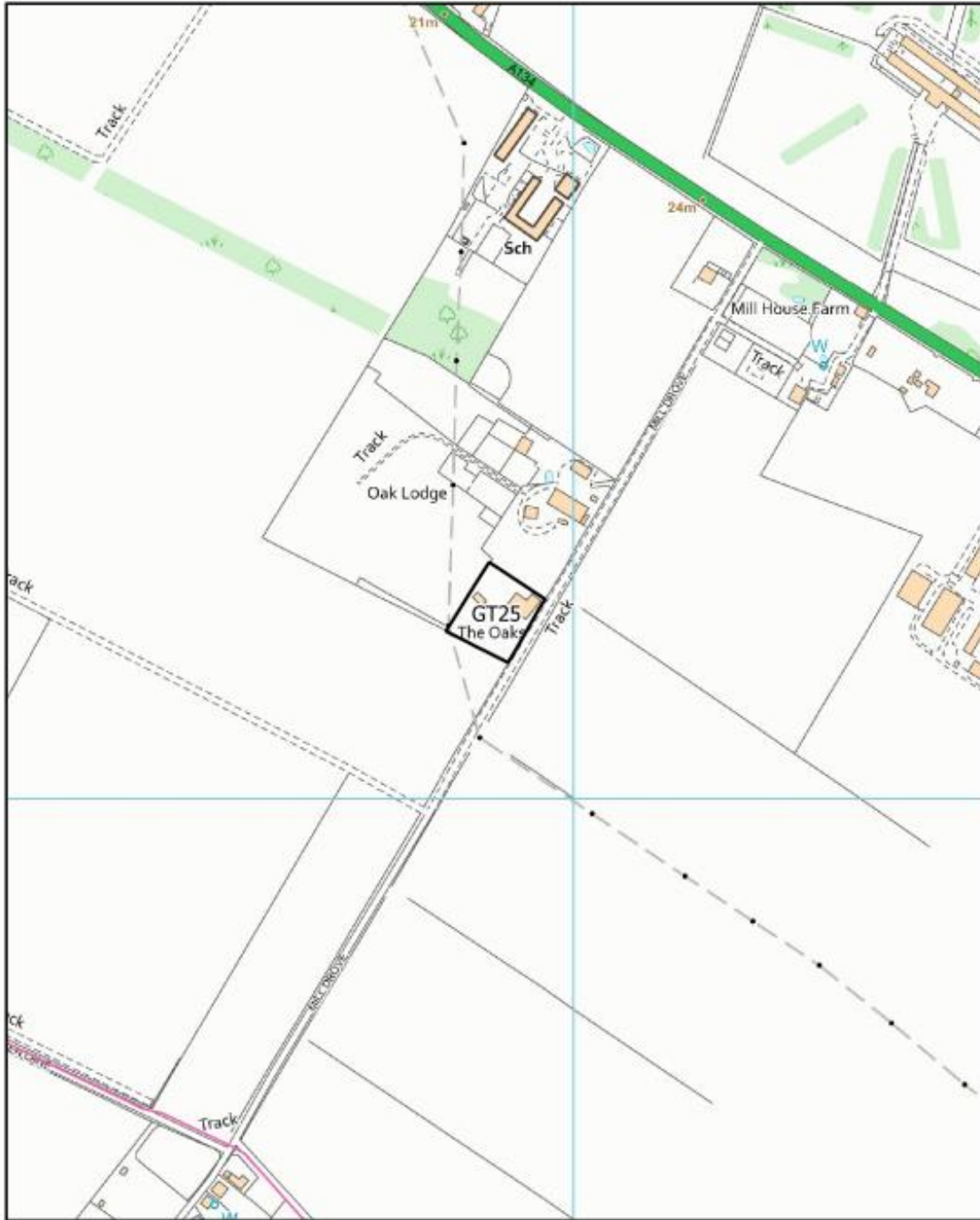
Adjoining Uses	
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Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is an additional need for 1 pitch within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and some further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'suitable' for development with some mitigation measures.</p>	



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**GT25**



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08/12/2023



Site Name/Settlement	Site adjacent Gullpit House	Site Reference	GT26
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.21
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable</b>
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk)
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or nondesignated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

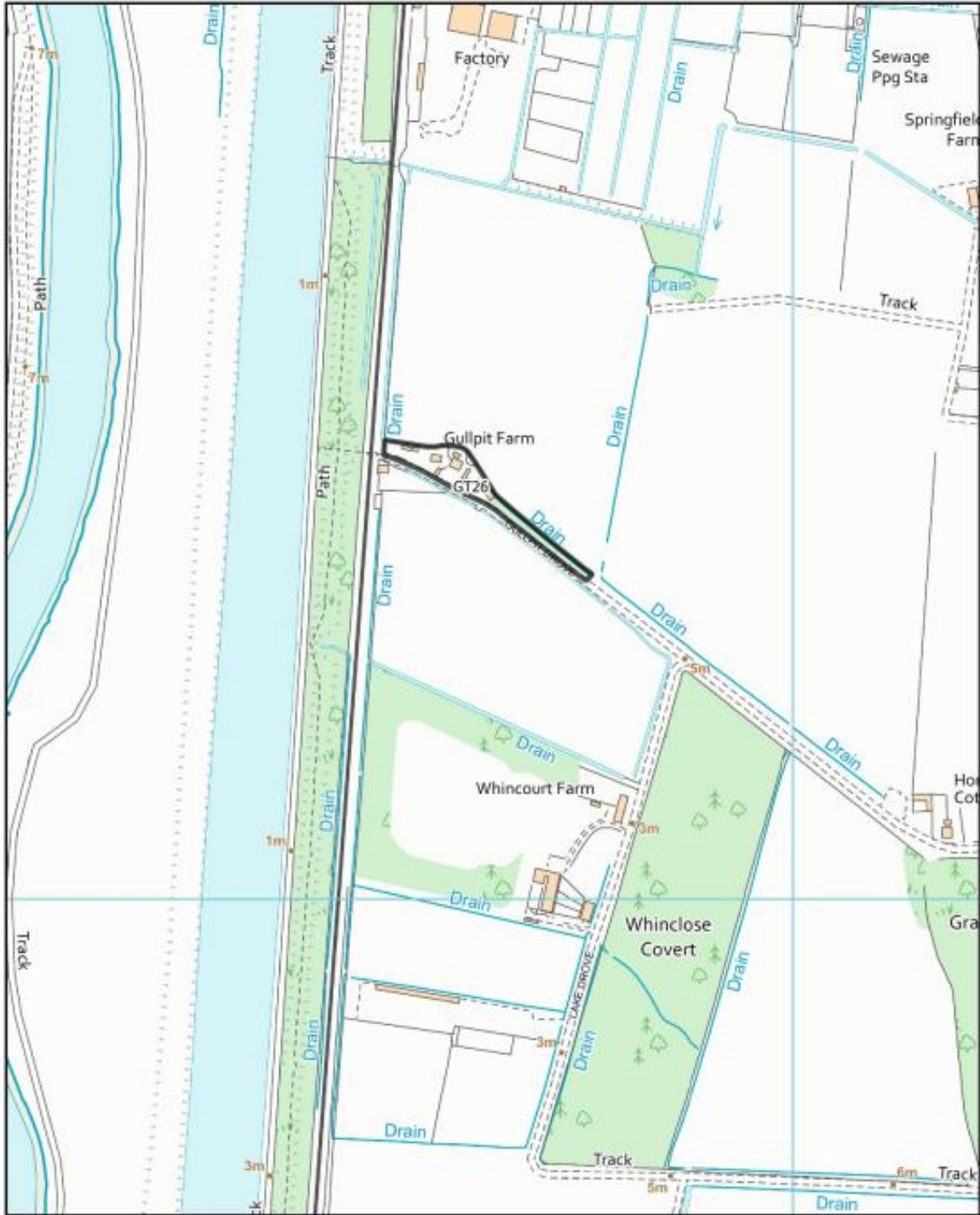
Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include, highways and its impact on local character and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>	





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GT26



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28/07/23

Site Name/Settlement	Little Acres, Blunts Drove, Walton Highway	Site Reference	GT27
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.23
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some identified constraints. These are unlikely to be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.

Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

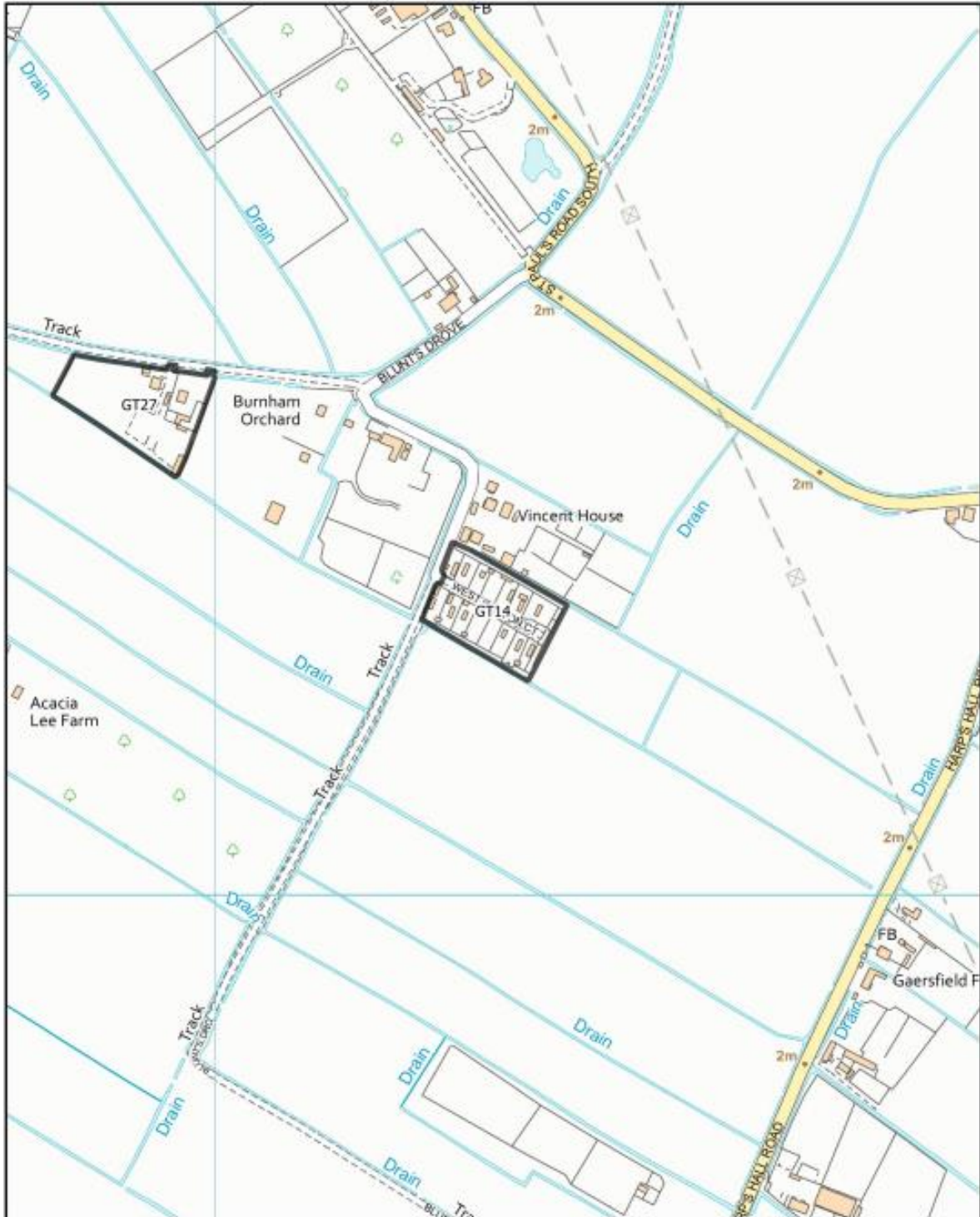
Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p>	

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.

To conclude, the site is considered 'Potentially suitable' for development with some mitigation measures.



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**GT14 & GT27**



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28/07/23

Site Name/Settlement	Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk	Site Reference	GT28
Site Capacity	Some remaining capacity	Site Area (Ha)	0.36
Proposed Number of additional pitches/plots	2	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable</b>
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

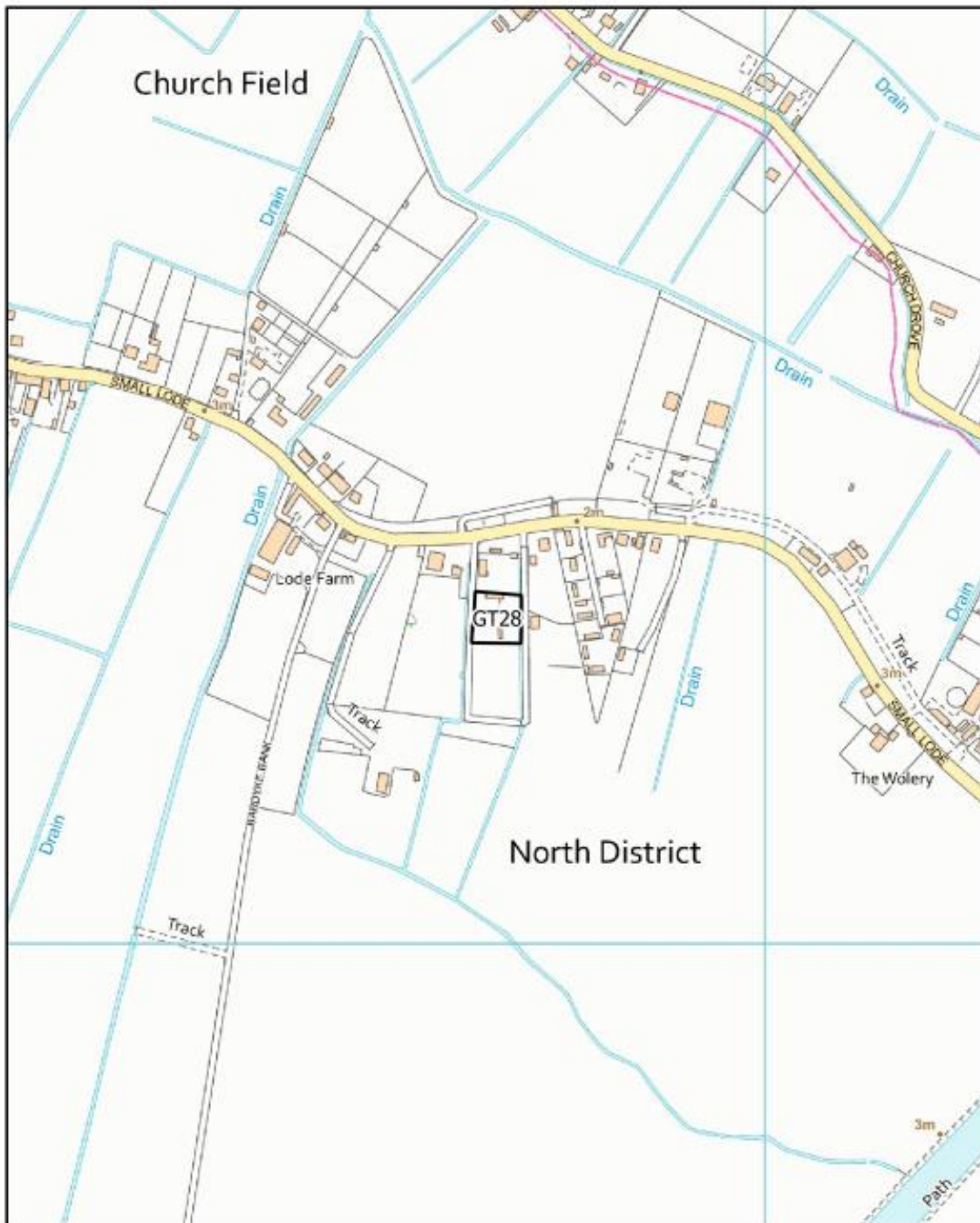


Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	Yes.
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	2

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years.

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and some further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>	



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**GT28**



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Site Name/Settlement	The Stables, Wiggnehall St Germans	Site Reference	GT29
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.11
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site Potentially suitable
Suitability Comments?	The site has some major constraints identified.
Planning Status	Authorised.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.  As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		"Development of the site could have a detrimental impact on a designated or non-designated heritage asset or tier setting. However, the impact could be reasonably mitigated.

		Opposite the Listed Building at Crow Hall,1 Wingfields, Downham Market, Norfolk,PE38 9AR".
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		"Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated"

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	Unknown
Is the site being marketed?	Not Known
Availability Comments, (including build out rate)	Not Known
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There no identified need for any additional pitches through either current or 5-year need.

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a High risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p>	

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.

To conclude, the site is considered 'Potentially suitable' for development.



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GT29



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28/07/23



Site Name/Settlement	20 High Road, Tilney Cum Islington	Site Reference	GT30
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.10
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some major constraints identified.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.

Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

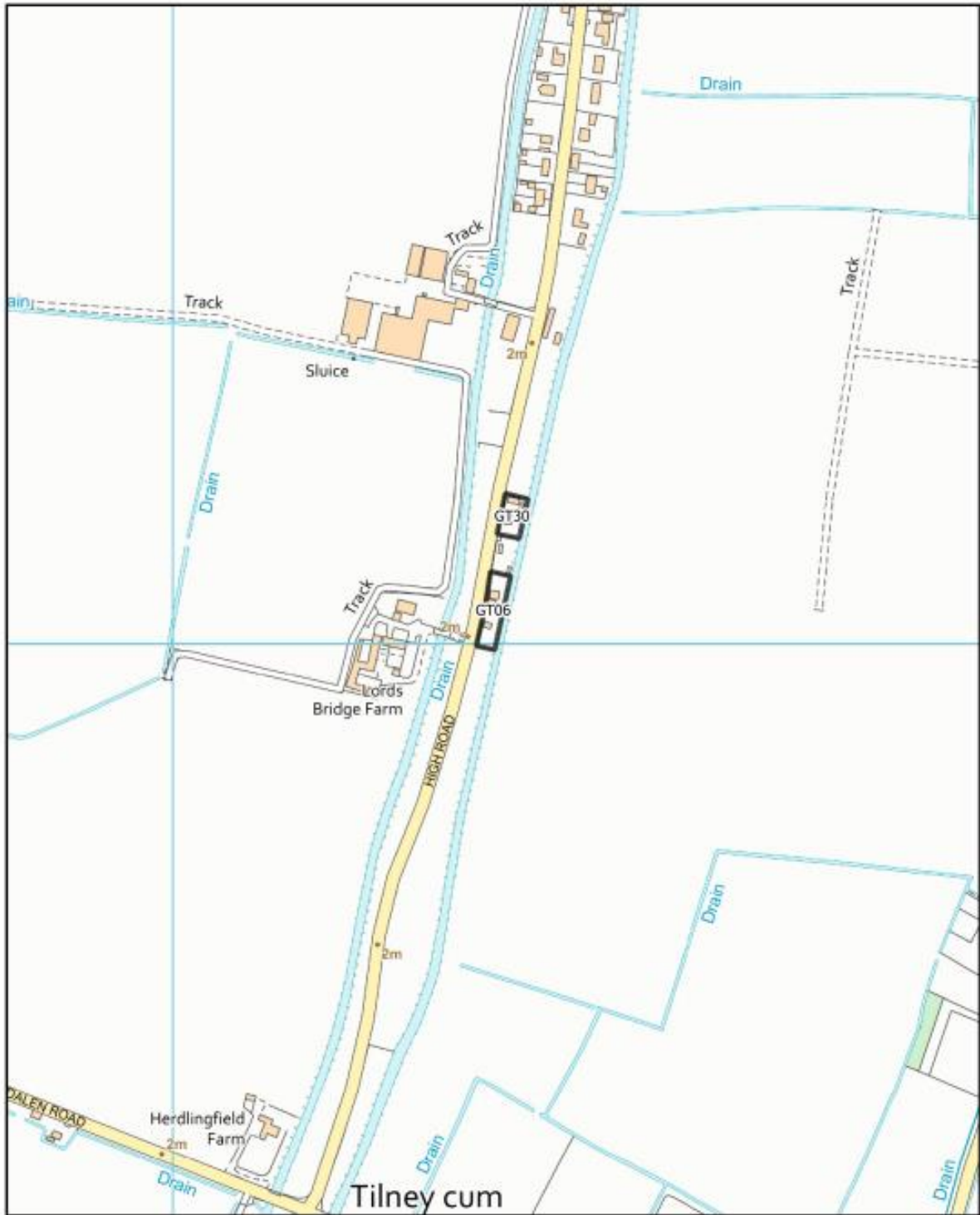
Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified current or 5-year need for additional pitches as identified within the GTAA 2023

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a High risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.</p>	

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'Potentially suitable' for development.



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GT06 & GT30



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28/07/23

Site Name/Settlement	Land at the rear of GT17 204 Small Lode Upwell	Site Reference	GT31
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.14
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is located within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

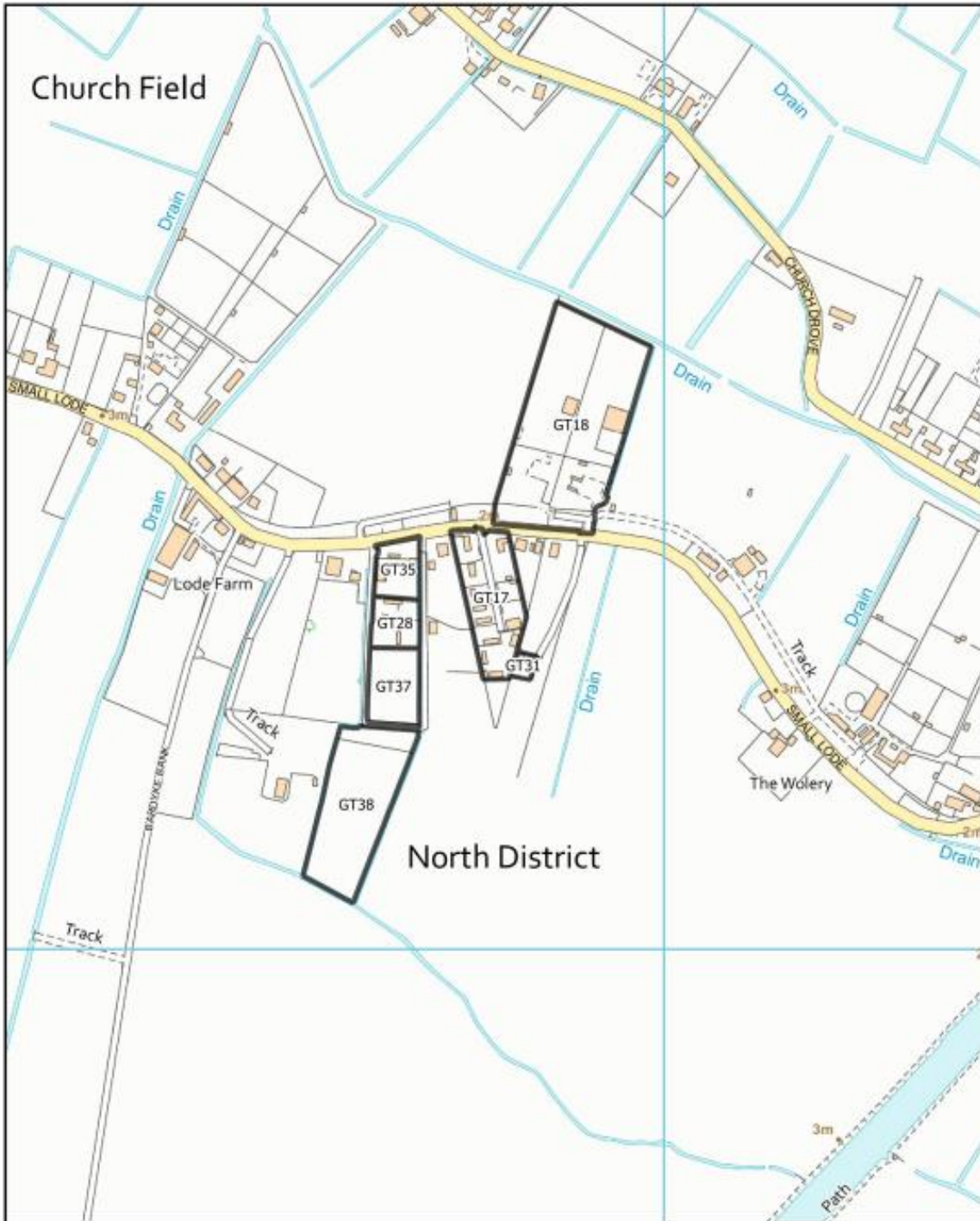
Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>	





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GT17, GT18, GT28, GT31, GT35, GT37  
 & GT38



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28/07/23

Site Name/Settlement	Black Dyke Farm Hockwold	Site Reference	GT32
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.14
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	<b>The site is Potentially suitable</b>
Suitability Comments?	The site has some significant identified constraints. The site has significant constraints. The site is located within the SPA zone and any development here would likely have a significant impact to the character of the natural environment and wider landscape setting.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is not within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is located within Flood Zone 2 & 3 of the BCKLWN SFRA (2017) and Flood Zone 2 & 3a. As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.
Nationally and Locally Significant Landscapes		The site is adjacent to the Breckland Special Protection Area (SPA - Stone Curlew) and within the Buffer Zone. It is not masked by existing development.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.

Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

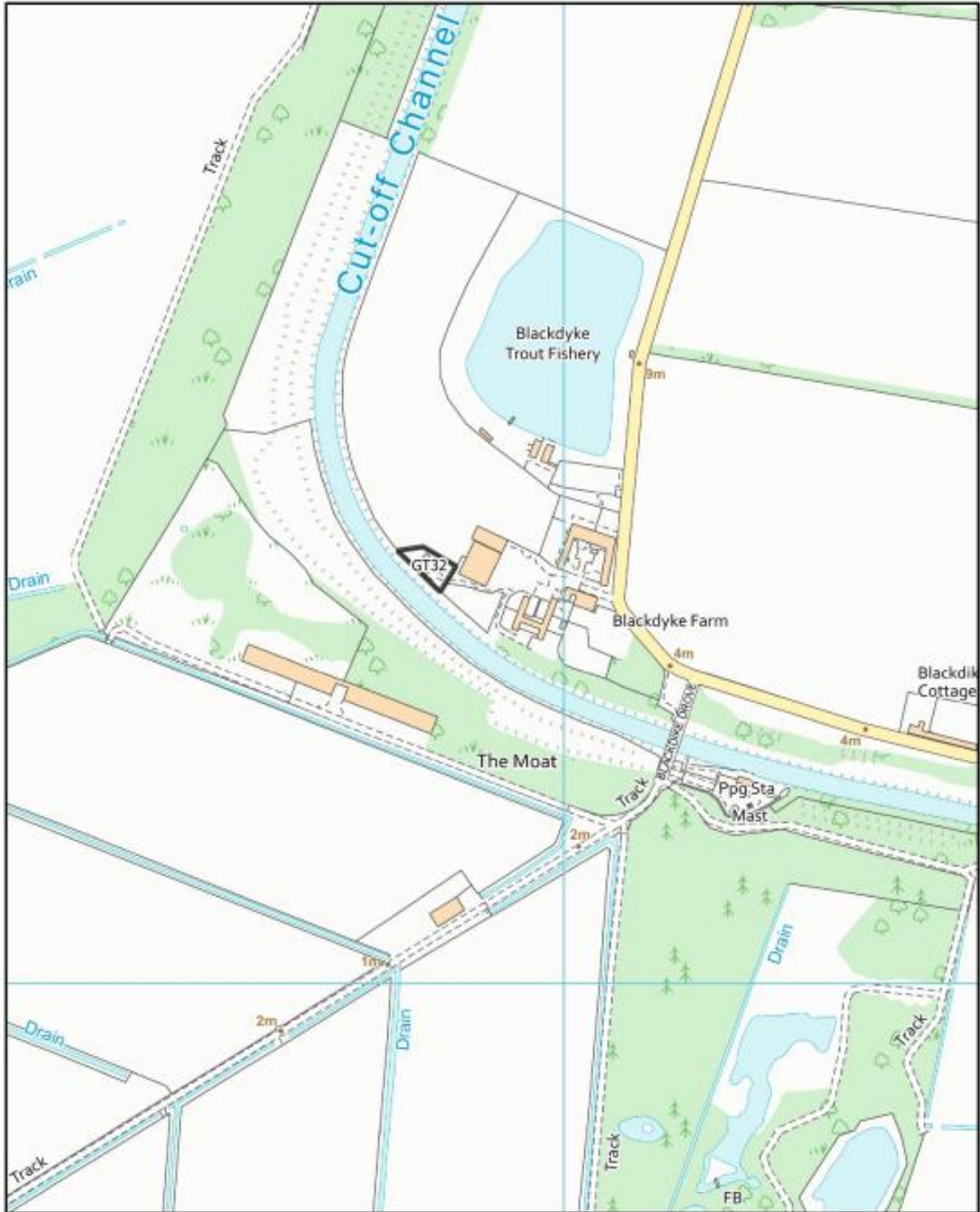
Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified current or 5-year need for additional pitches as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is high due to it being located within the SPA zone and any development here would likely have a significant impact to the character of the natural environment and wider landscape setting.</p> <p>The site is 'potentially Suitable' for further development with mitigation measures,</p>	

There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.

To conclude, the site is considered 'Potentially suitable' for development.



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GT32



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28/07/23

Site Name/Settlement	Clydesdale and Longacre, Biggs Road, Walsoken	Site Reference	GT33
Site Capacity	Some remaining capacity	Site Area (Ha)	0.29
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site some identified constraints that could be overcome through mitigation.
Planning Status	1 Unauthorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is located within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

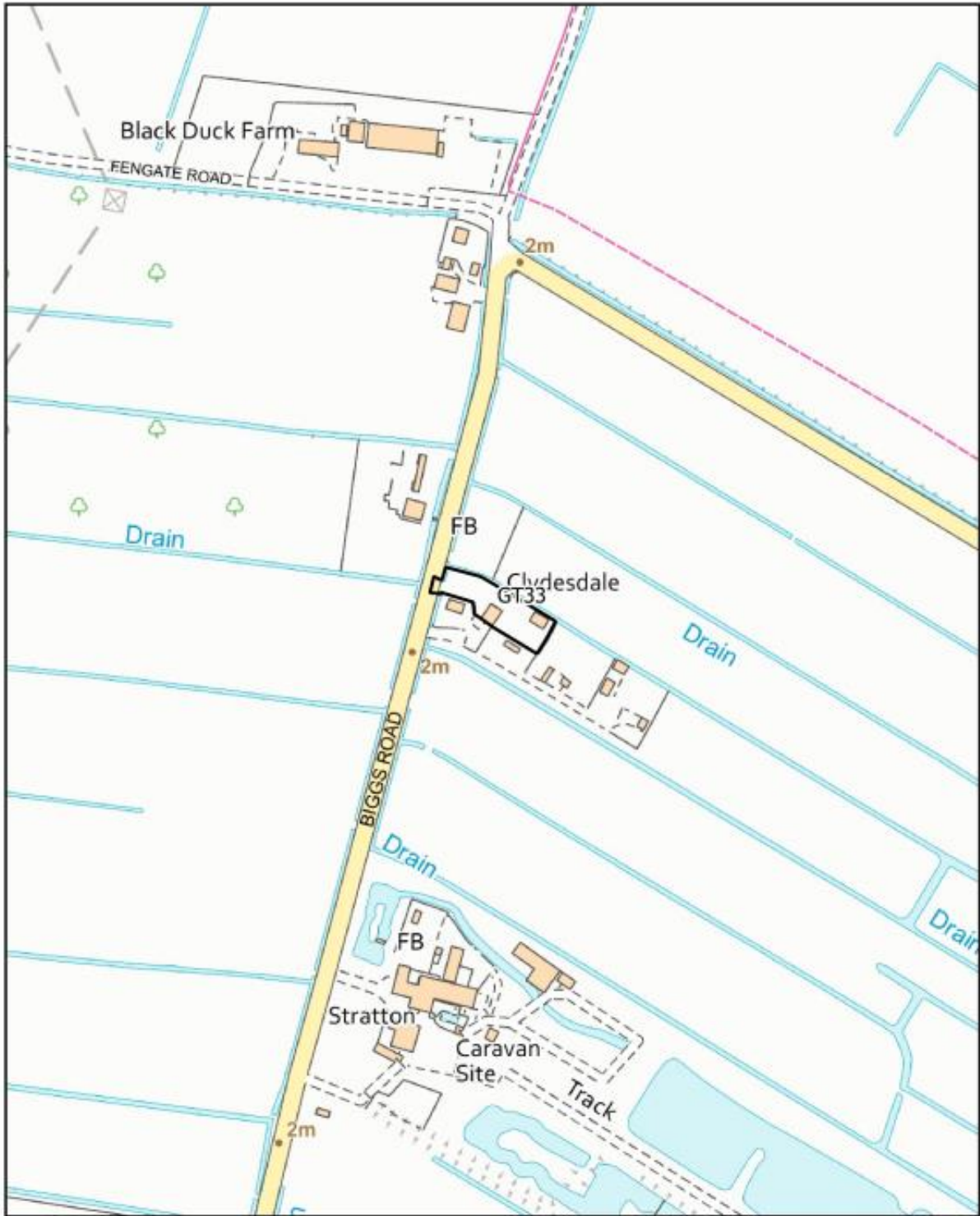


Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	
Is the site being marketed?	Planning application for 1 residential caravan and two touring caravans in July 2023.
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is not an identified for any additional pitches within the 5-year as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered ‘a low risk to life’ in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered ‘potentially suitable’ for development with some mitigation measures.</p>	



Site Name/Settlement	Creakesville, The Common, South Creake, Fakenham	Site Reference	GT34
Site Capacity	Some remaining capacity	Site Area (Ha)	0.41
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	The site is suitable
Suitability Comments?	The site very few identified constraints.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site	Yellow	Site has a current access on to an existing highway
Accessibility to Local Services and Facilities	Red	No core services within 800m/10 minutes walking distance.
Utilities Capacity	Green	No concerns raised.
Utilities Infrastructure	Green	has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability	Green	No known issues. The site is unlikely to be contaminated.
Flood Risk	Green	The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape	Yellow	Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity	Green	Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure	Green	No known issues. The site is not located on an identified open space.
Transport and Roads	Yellow	Not abundantly clear how site is/will be accessed, assuming this will be via restricted byway, this should be widened to 4.8m and surfaced for 10m from the B1355 to enable accessing vehicles to pass. Cutting of adjacent hedges will be required to achieve acceptable visibility. No facilities for off-carriageway walking / cycling.
Coastal Change	Green	The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/	Yellow	Near residential dwellings. Development of the site could have issues of compatibility with

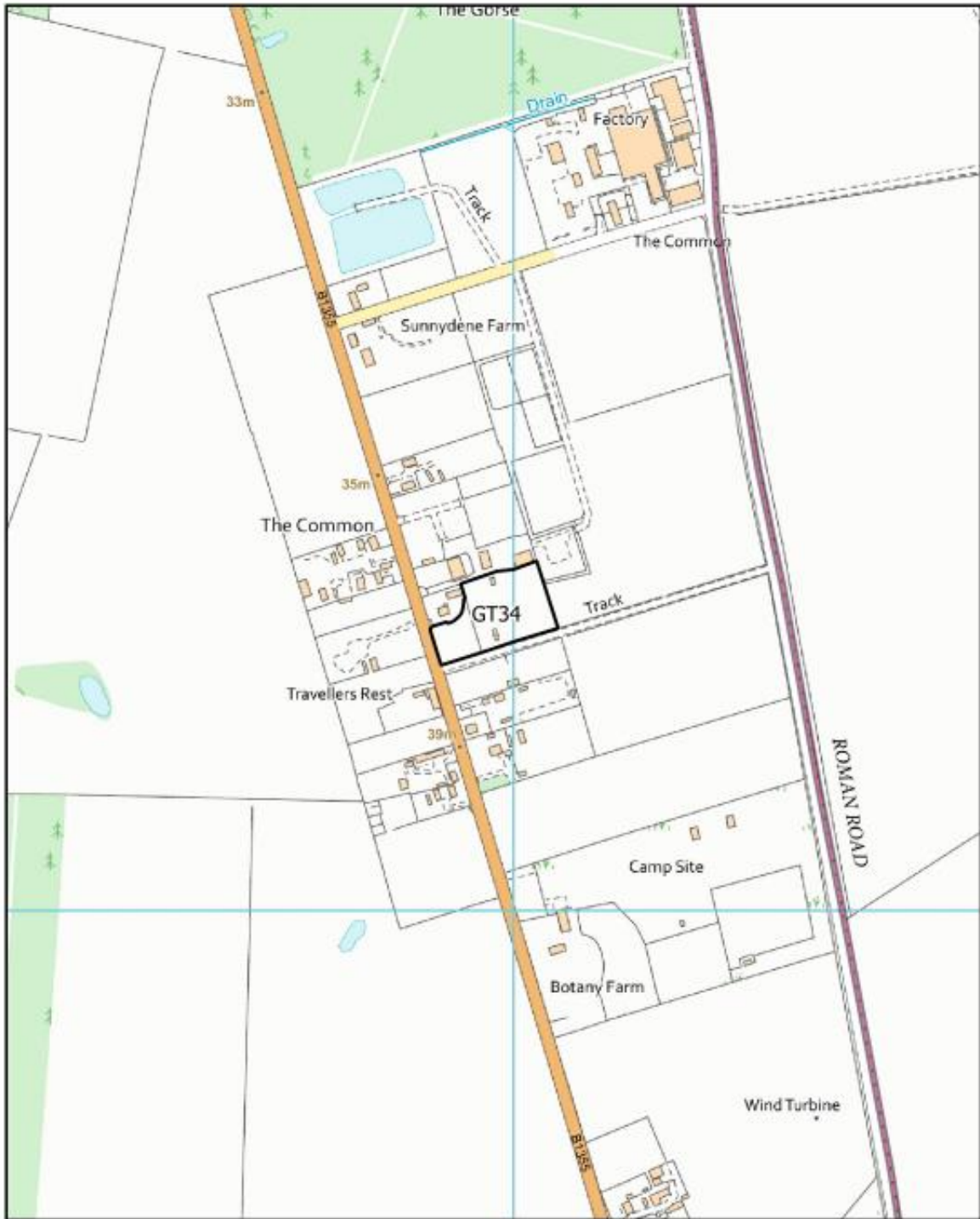
Adjoining Uses		neighbouring/adjoin uses; however, these could be reasonably mitigated.
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Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is an identified need for 1 additional pitch within the 5-year as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years.

Conclusion
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and some further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>



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**GT34**



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08/12/2023

Site Name/Settlement	Green Acres, 184 Small Lode, Upwell	Site Reference	GT35
Site Capacity	Some remaining capacity	Site Area (Ha)	0.39
Proposed Number of additional pitches/plots	2	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site very few identified constraints that could be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment
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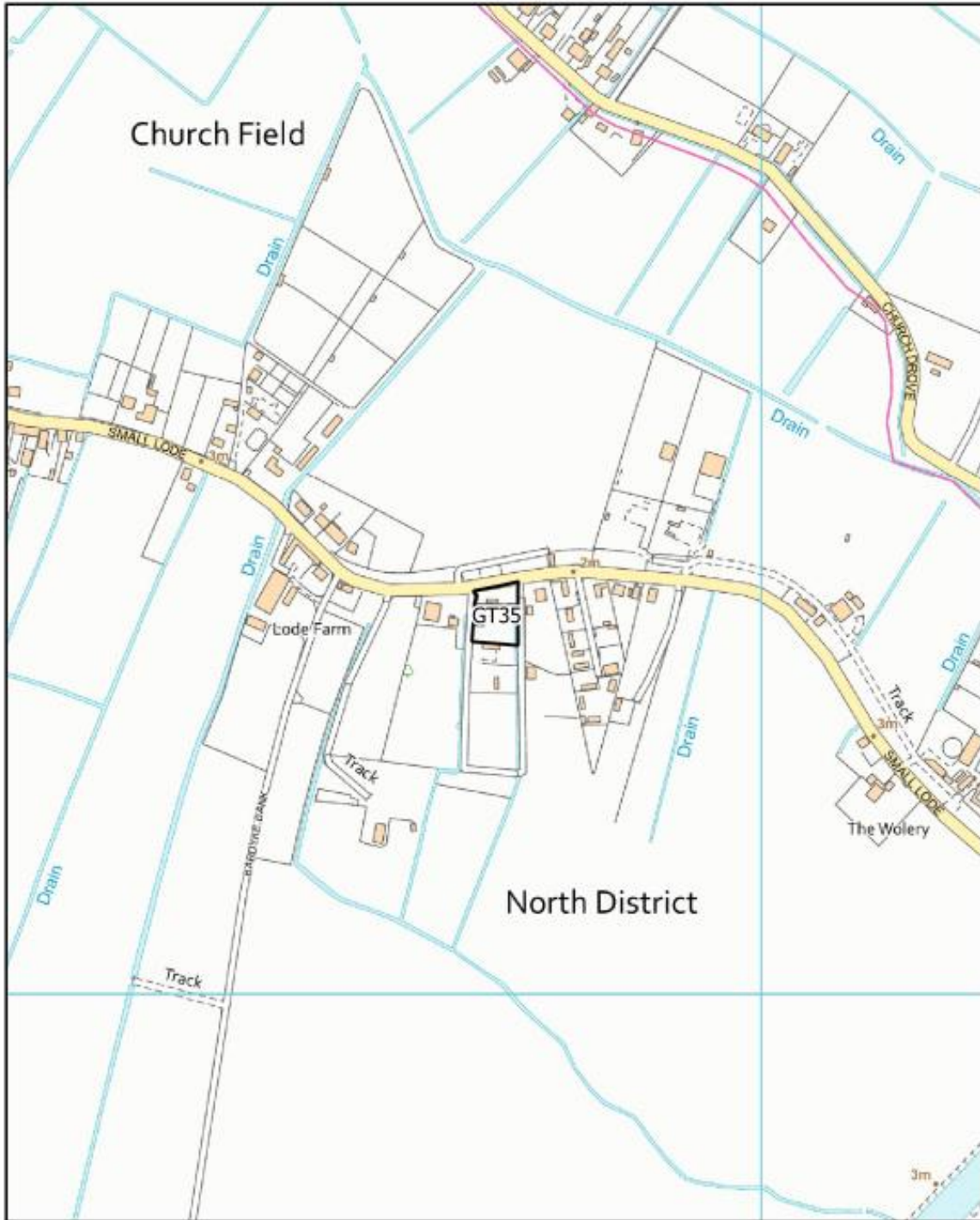


Is the site available in the plan period?	Available
When is the site available?	Yes.
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	2

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is a need for an additional 1 pitch identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years.

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and some further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>	



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**GT35**



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08/12/2023

Site Name/Settlement	Land behind Many Acres (Smithy's Field), Small Lode, Upwell	Site Reference	GT37
Site Capacity	Some remaining capacity	Site Area (Ha)	0.39
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable if access can be achieved.
Suitability Comments?	The site some identified access constraints that could be overcome through mitigation.
Planning Status	Authorised

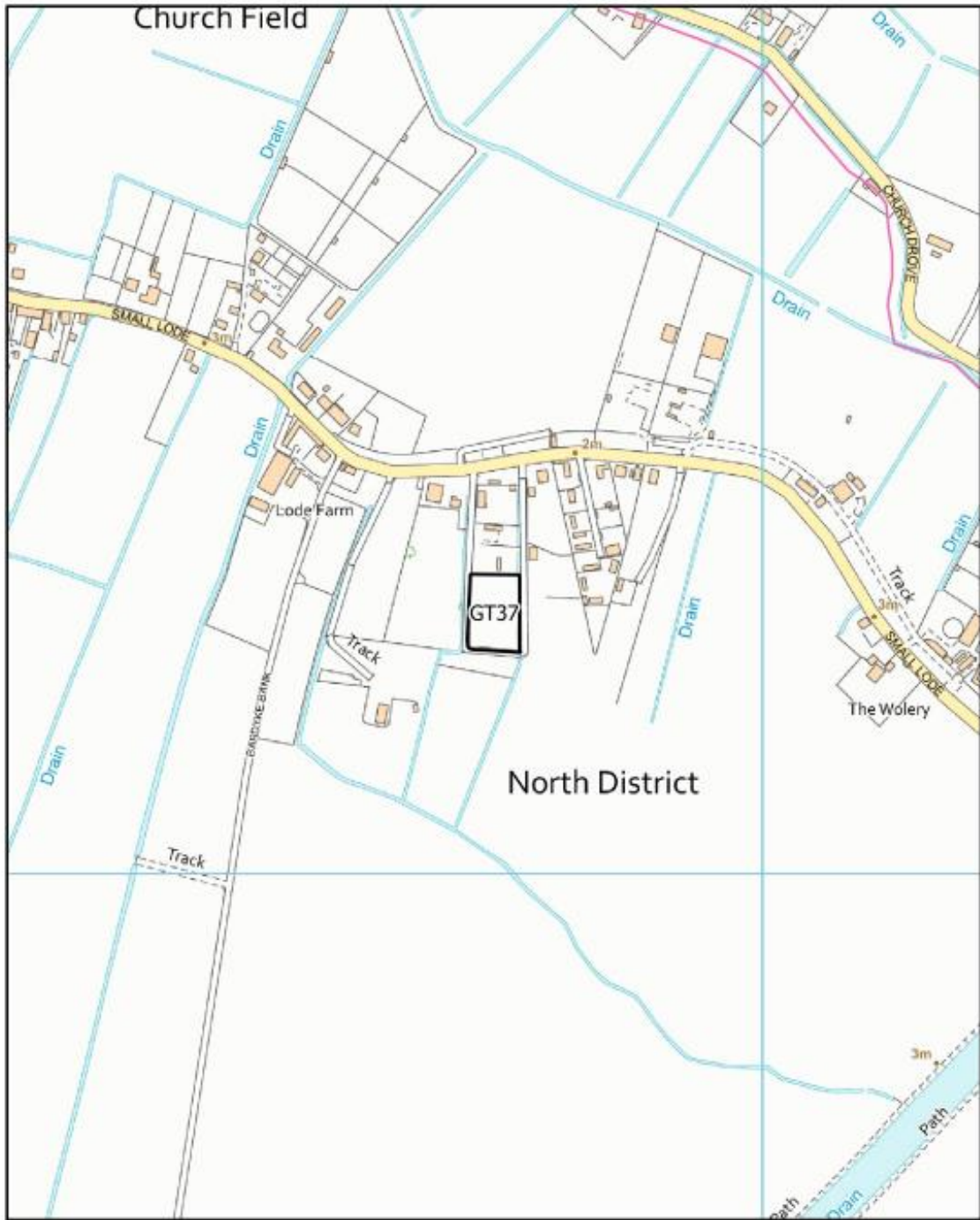
Suitability Assessment		
Constraint	Score	Comment
Access to Site		It is unclear whether this site has an existing access to a Highway. In addition the likelihood of achieving a safe and suitable access is uncertain.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	N/a

Conclusion	
<p>The site has some identified constraints. These include access and highways and its impact on local character and landscape.</p> <p>The current access to the site is constrained and the likelihood of achieving a safe and suitable access is uncertain. Further work is needed to investigate whether a suitable access can be achieved.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and some further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development.</p>	



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**GT37**



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08/12/2023

Site Name/Settlement	Land behind GT37, Small Lode, Upwell	Site Reference	GT38
Site Capacity	Some remaining capacity	Site Area (Ha)	
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable if access can be achieved.
Suitability Comments?	The site some identified access constraints that could be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site does not have a suitable access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

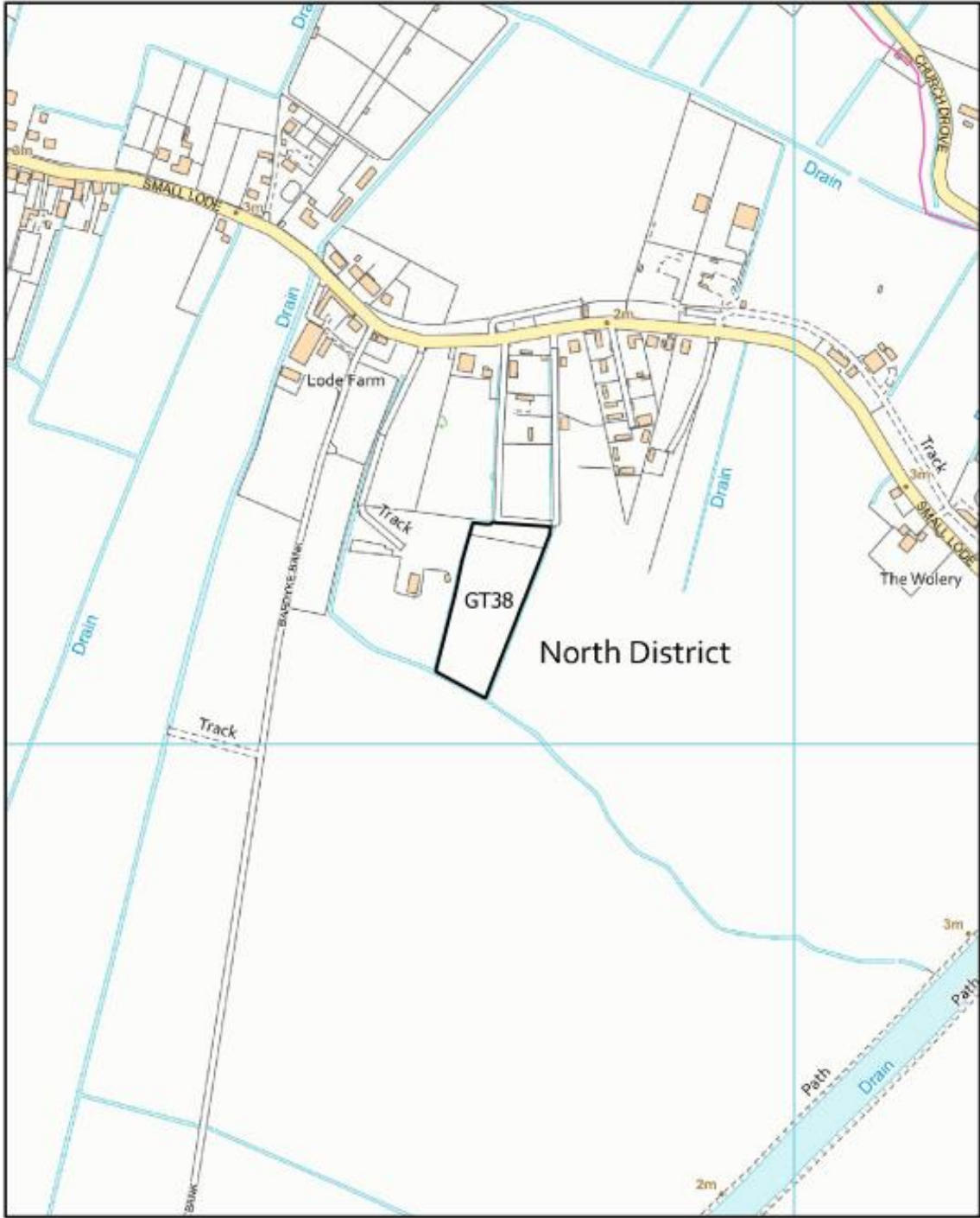


Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is not an identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	N/a

Conclusion	
<p>The site has some identified constraints. These include access and highways and its impact on local character and landscape.</p> <p>The current access to the site is constrained and the likelihood of achieving a safe and suitable access is uncertain. Further work is needed to investigate whether a suitable access can be achieved.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and some further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development.</p>	



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**GT38**



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08/12/2023

Site Name/Settlement	Oak Tree Caravan, South Creake	Site Reference	GT39
Site Capacity	Some remaining capacity	Site Area (Ha)	
Proposed Number of additional pitches/plots	3	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

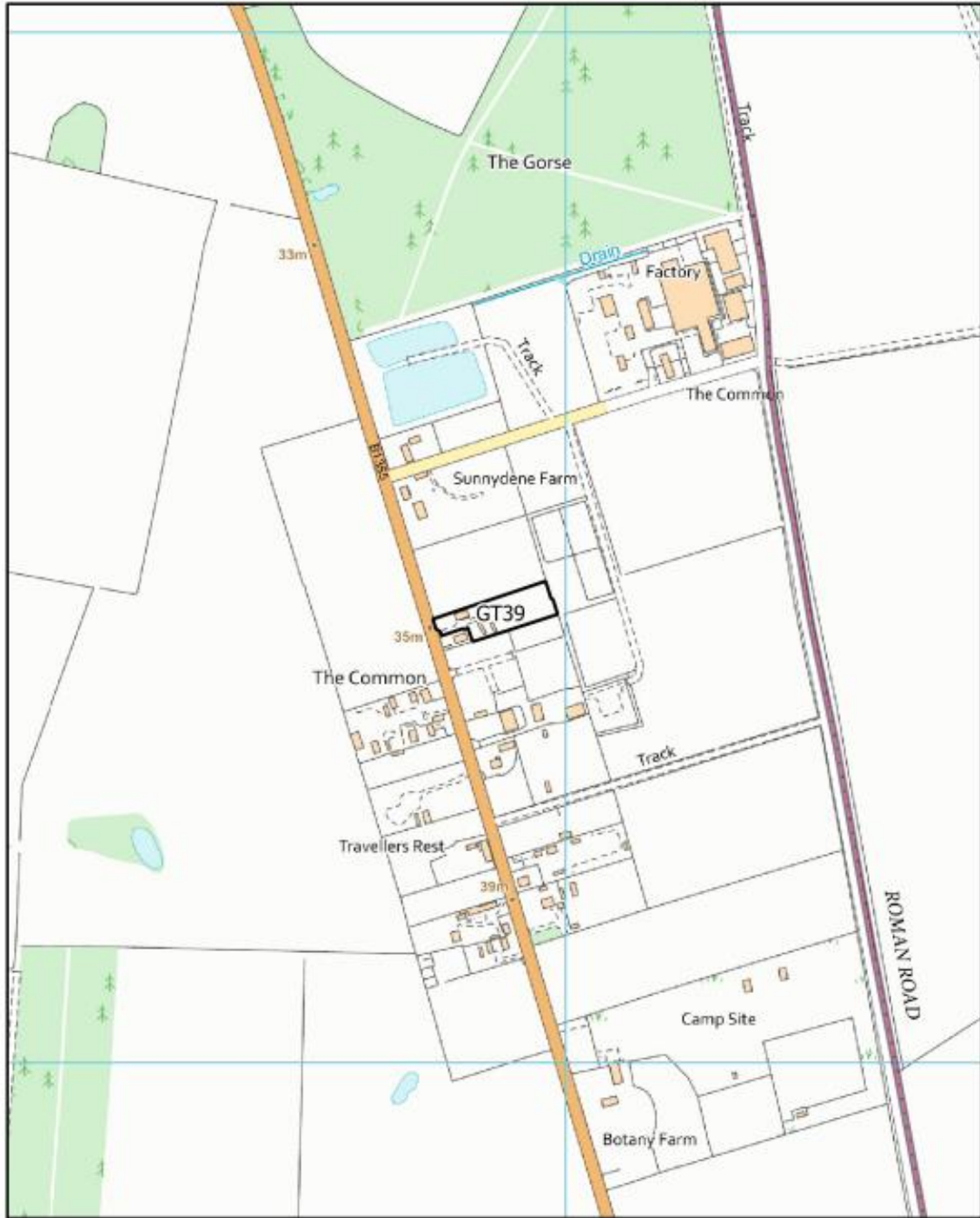
Availability Assessment
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Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	3

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is not identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent, and some further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>	



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**GT39**



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08/12/2023

Site Name/Settlement	Poplar Tree Farm, Bailey Lane, Clenchwarton	Site Reference	GT40
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.18
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		as access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.  As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.



Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

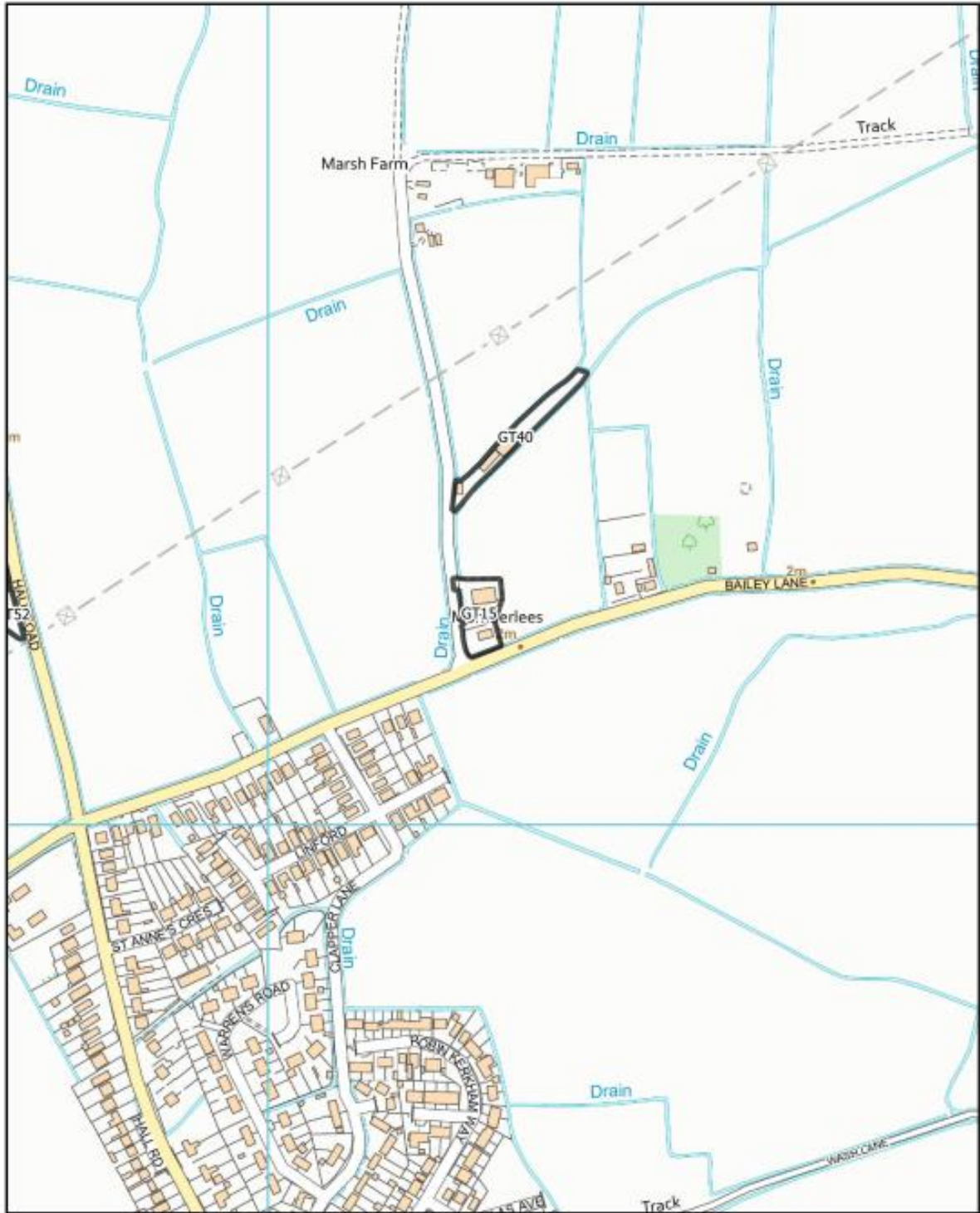
Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is not identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a medium risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p>

There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.

To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.



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**GT15 & GT40**



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28/07/23

Site Name/Settlement	R/O Plot 1, Green Lane, Walsoken	Site Reference	GT41
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.12
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site some major constraints identified.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.

Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is not identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

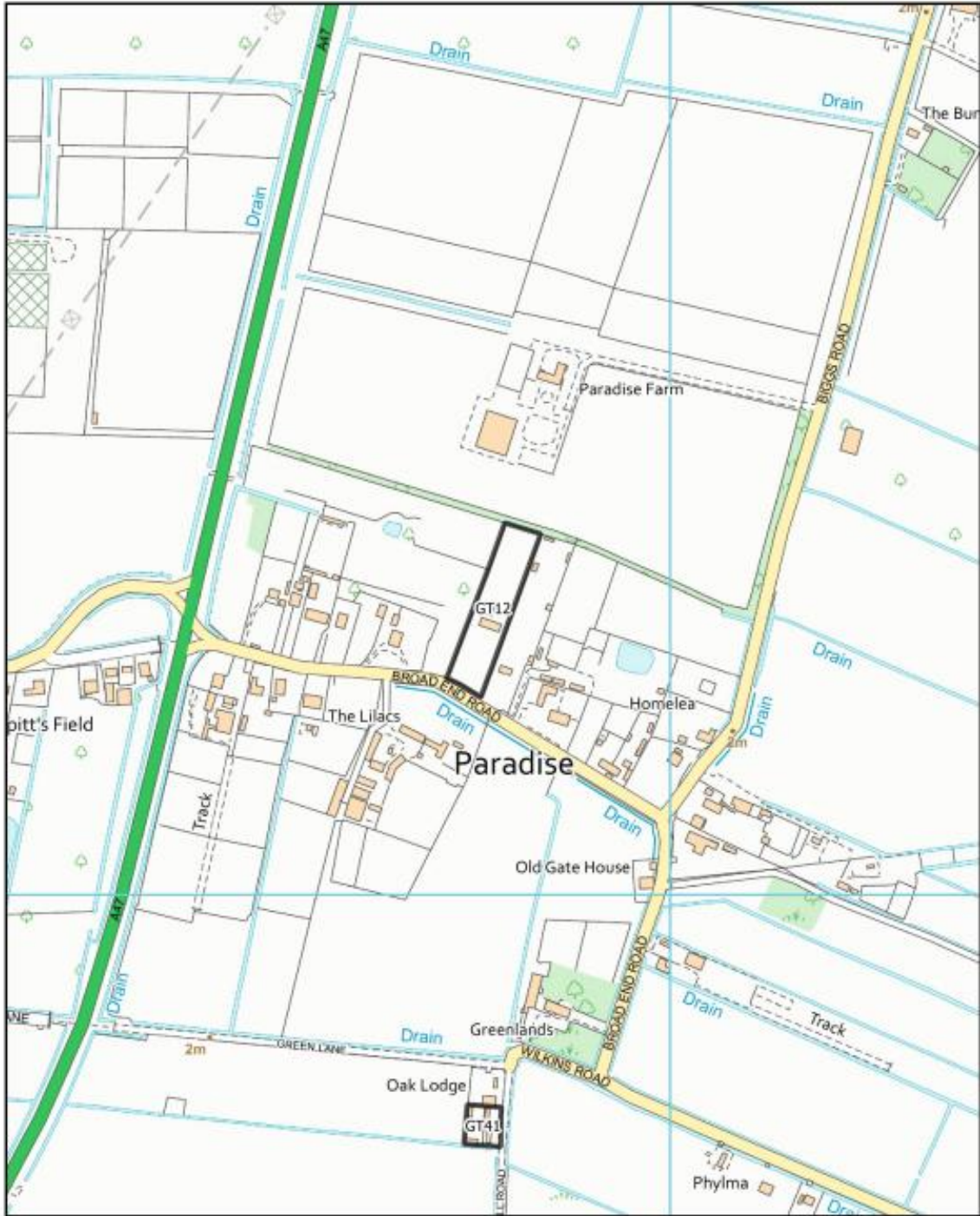
Trajectory	
Likely development period?	n/a

Conclusion
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a high risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p>

There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.

To conclude, the site is considered 'Potentially suitable' for development.





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GT12 & GT41



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28/07/23

Site Name/Settlement	Red Barn, Cowles Drove, Hockwold cum Wilton	Site Reference	GT42
Site Capacity	Some remaining capacity	Site Area (Ha)	0.43
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

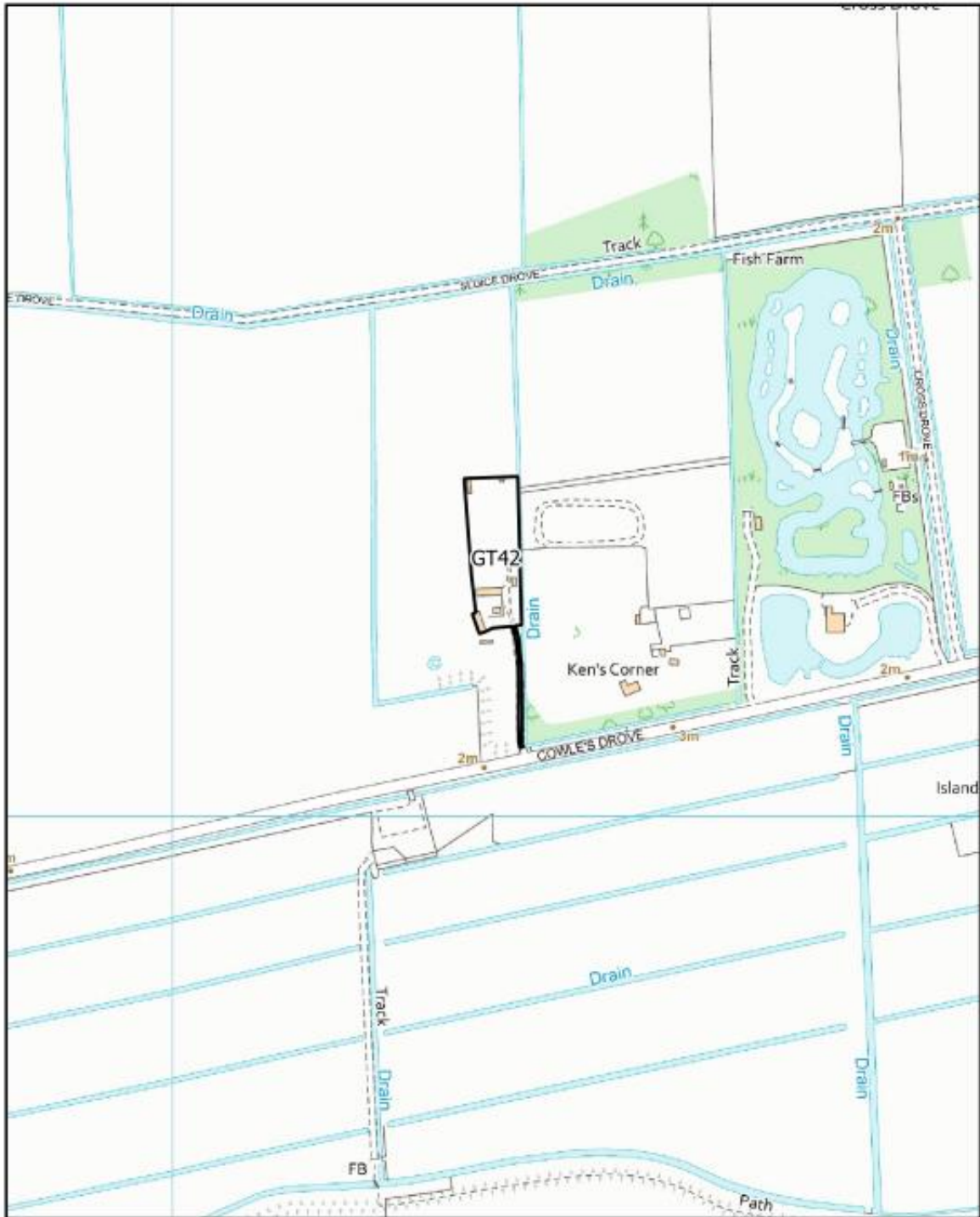
Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway.
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site could have an impact on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	Potentially
Achievability Comments	There is not identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-15 years

Conclusion	
<p>The site has some identified constraints. The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'Potentially suitable' for development.</p>	



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**GT42**



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08/12/2023

Site Name/Settlement	Homefield, Common Rd South, Walton Highway	Site Reference	GT43
Site Capacity	Some remaining capacity	Site Area (Ha)	1.8
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site some identified constraints that could be overcome through mitigation.
Planning Status	1 Unauthorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is located within Flood Zone 2 & 3 of the BCKLWN SFRA (2017) and Flood Zone 2 & 3a. As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.
Nationally and Locally Significant Landscapes		Development of the site could have an impact on sensitive landscapes or their setting
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.

Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

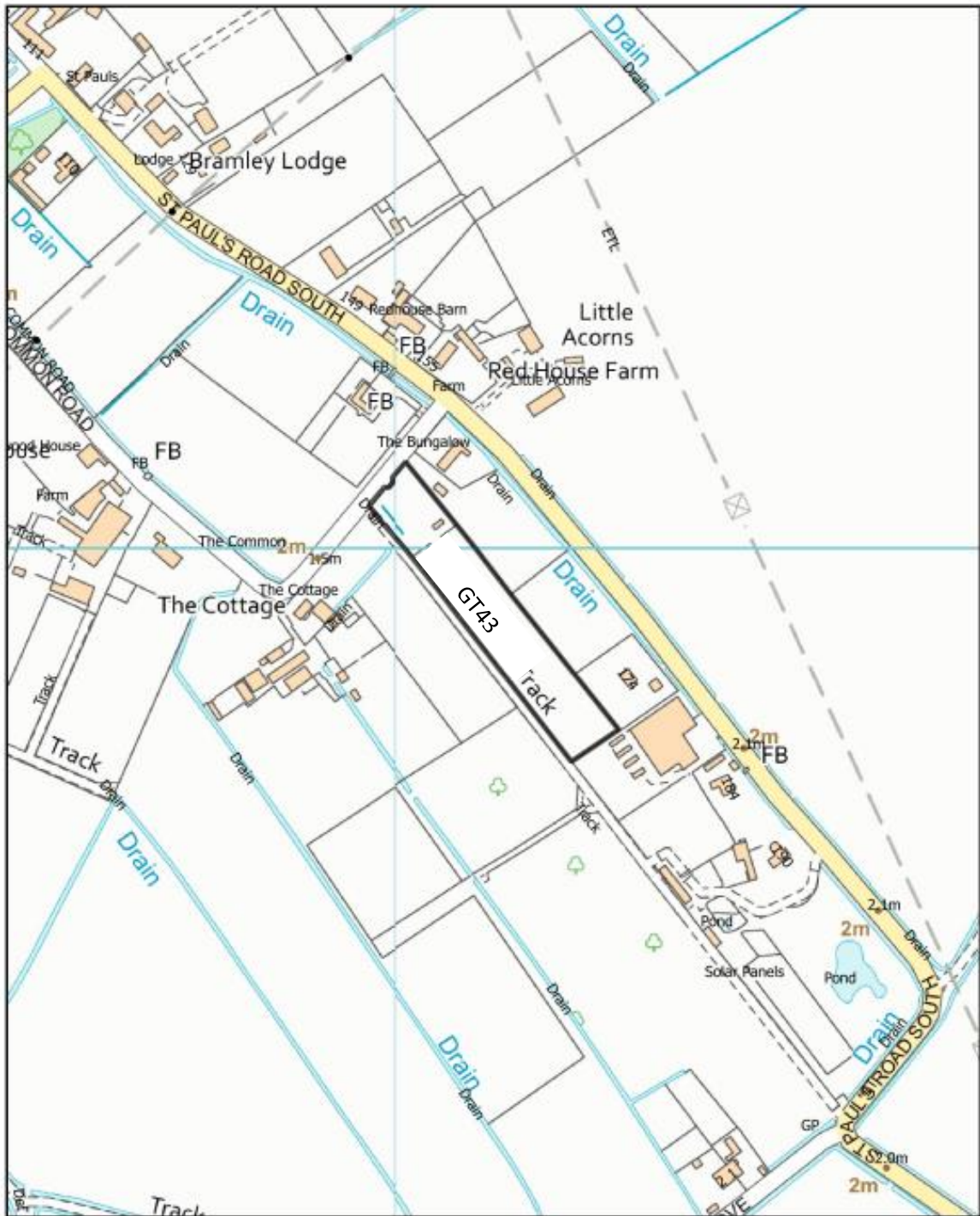
Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'Potentially suitable' for development.</p>	



To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.



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GT43



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04/08/23

Site Name/Settlement	Oak Lodge (Plot 1), Green Lane, Walsoken	Site Reference	GT50
Site Capacity	Some remaining capacity	Site Area (Ha)	0.38
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

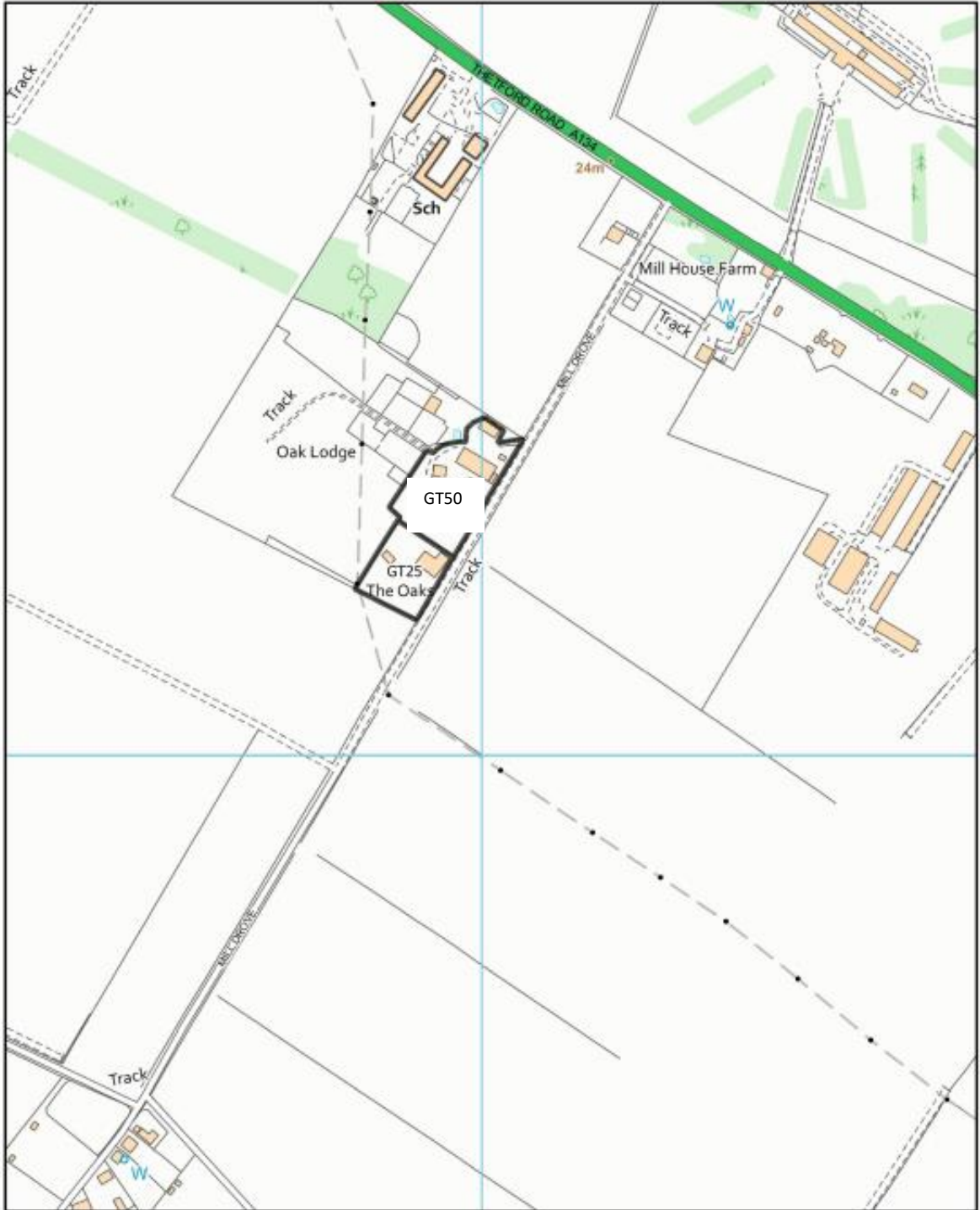
Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within not walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is no need for additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered ‘a low risk to life’ in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered ‘potentially suitable’ for development with some mitigation.</p>	



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GT50



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28/07/23

Site Name/Settlement	The Elms, The Common, South Creake	Site Reference	GT51
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.19
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.



Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation.</p>	



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**GT36 & GT51**



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28/07/23

Site Name/Settlement	The Orchard, Hall Road, Clenchwarton	Site Reference	GT52
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.18
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.

Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a high risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p>	

There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.

To conclude, the site is considered 'Potentially suitable' for development.



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GT52



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28/07/23



Site Name/Settlement	The Paddocks, Chapel Road, Tilney Fen End	Site Reference	GT53
Site Capacity	Some remaining capacity	Site Area (Ha)	0.24
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site some identified constraints that are unlikely to be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green		No known issues. The site is not located on an identified open space

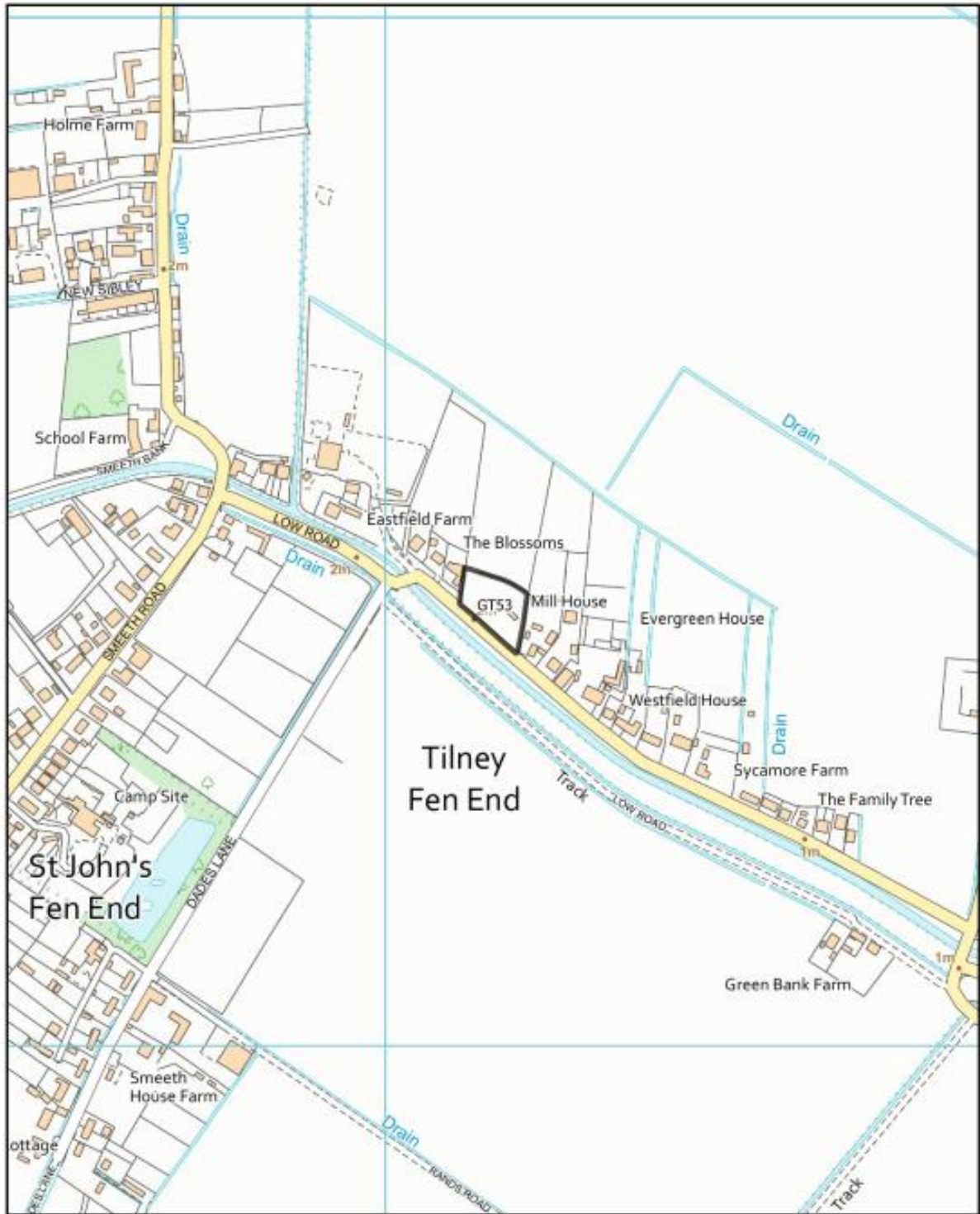
Infrastructure		
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a high risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'Potentially suitable' for development.</p>	



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GT53



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28/07/23

Site Name/Settlement	The Pines, Methwold Road, Whittington	Site Reference	GT54
Site Capacity	Some remaining capacity	Site Area (Ha)	0.19
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

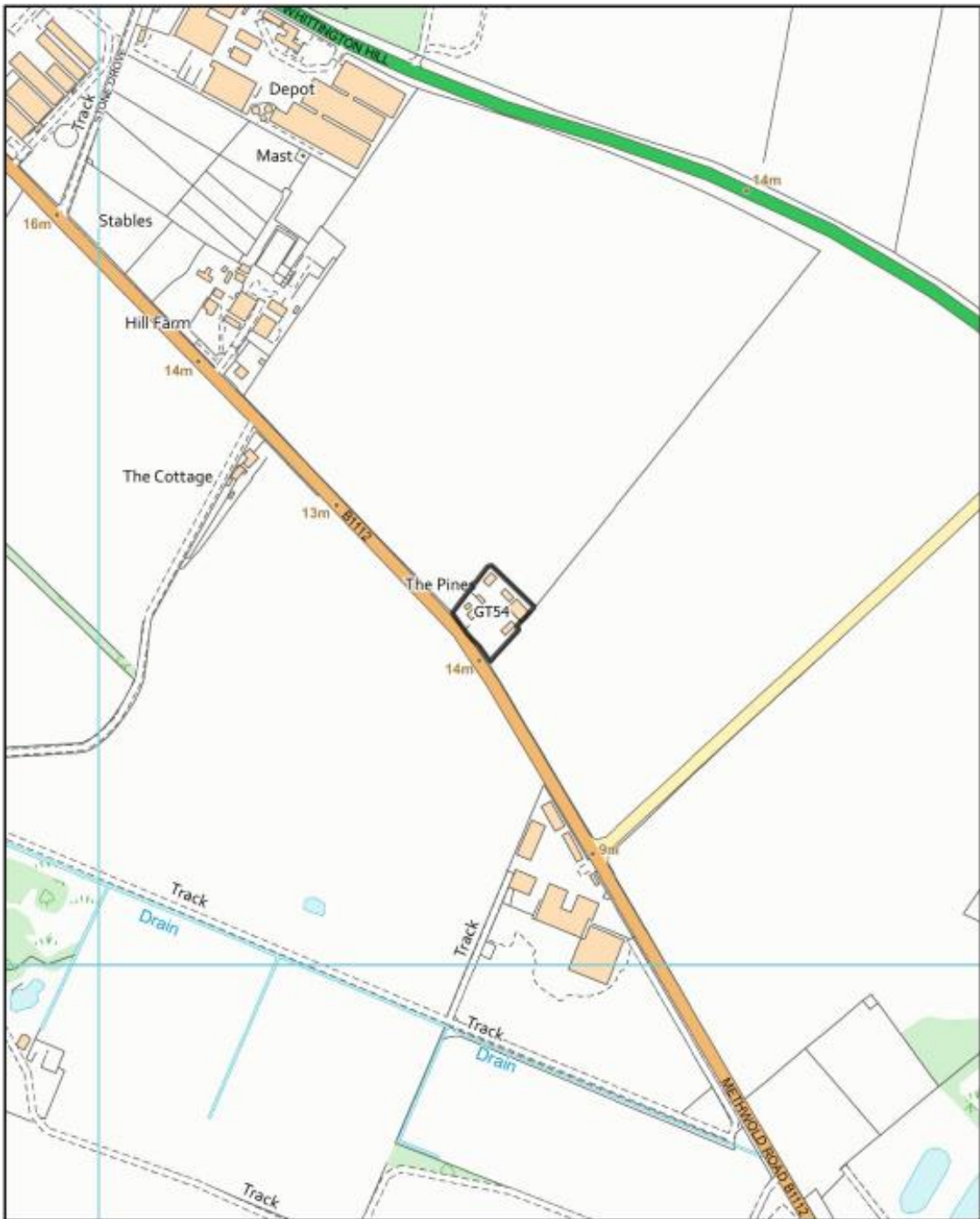
Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk)
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is an identified need for 1 additional pitch within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered ‘a low risk to life’ in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered ‘potentially suitable’ for development with some mitigation.</p>	



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GT54



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Site Name/Settlement	Victoria Barn, Land East of Basin Farm, Basin Road, Outwell	Site Reference	GT55
Site Capacity	Some remaining capacity	Site Area (Ha)	0.13
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has very few identified constraints that could be overcome through mitigation.
Planning Status	Authorised

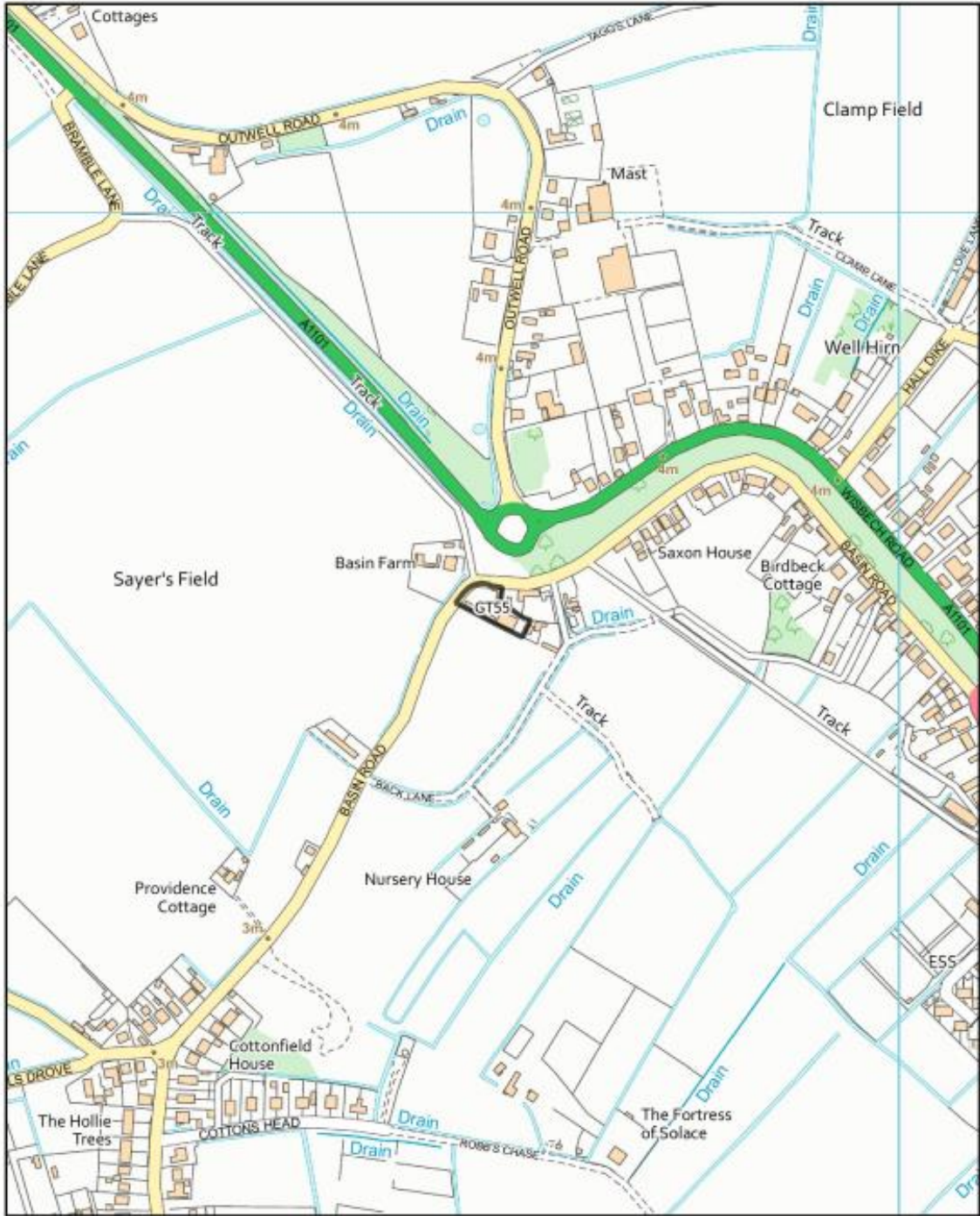
Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk)
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is an identified need for 1 additional pitch within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years.

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered ‘a low risk to life’ in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered ‘potentially suitable’ for development with some mitigation measures.</p>	



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GT55



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28/07/23

Site Name/Settlement	Wheatley Bank, Walsoken (South of Worzals paralell to A47)	Site Reference	GT56
Site Capacity	Some remaining capacity	Site Area (Ha)	0.13
Proposed Number of additional pitches/plots	9	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has very few identified constraints that could be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.  As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.

Suitability Assessment		
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		No off-carriageway walking/cycling available but low traffic volumes likely & wide verges available.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	9

Achievability (including Viability)	
Is the site achievable?	Potentially.
Achievability Comments	There is an identified need for 9 additional pitches within the 5-years as identified within the GTAA 2023.

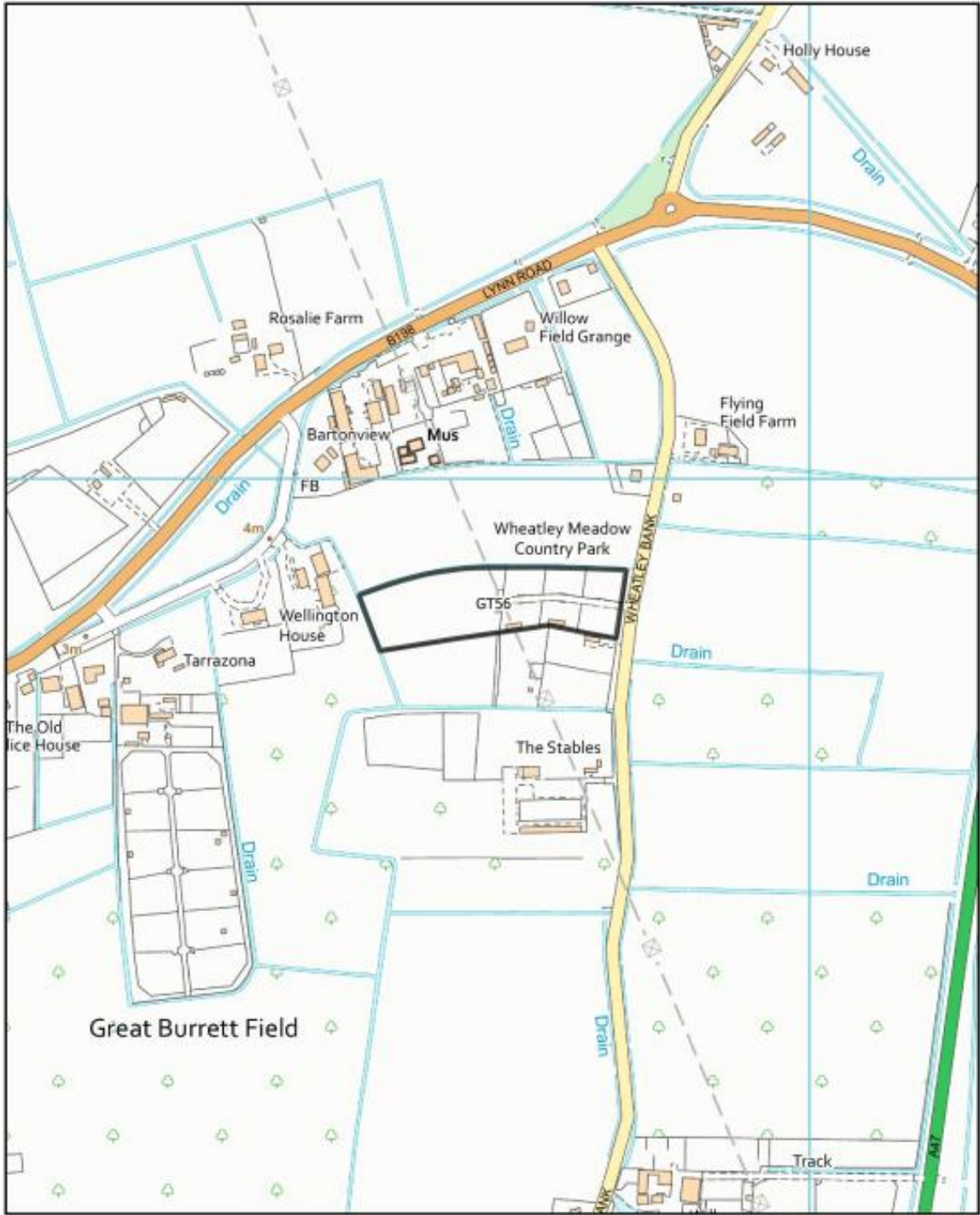
Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p>	

The site owners have submitted a planning application for further expansion of the site.

To conclude, the site is considered 'potentially suitable' for development with mitigation measures.





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GT56



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Site Name/Settlement	Whitegates, The Common, South Creake	Site Reference	GT57
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.41
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has very few identified constraints that could be overcome through mitigation.
Planning Status	Authorised

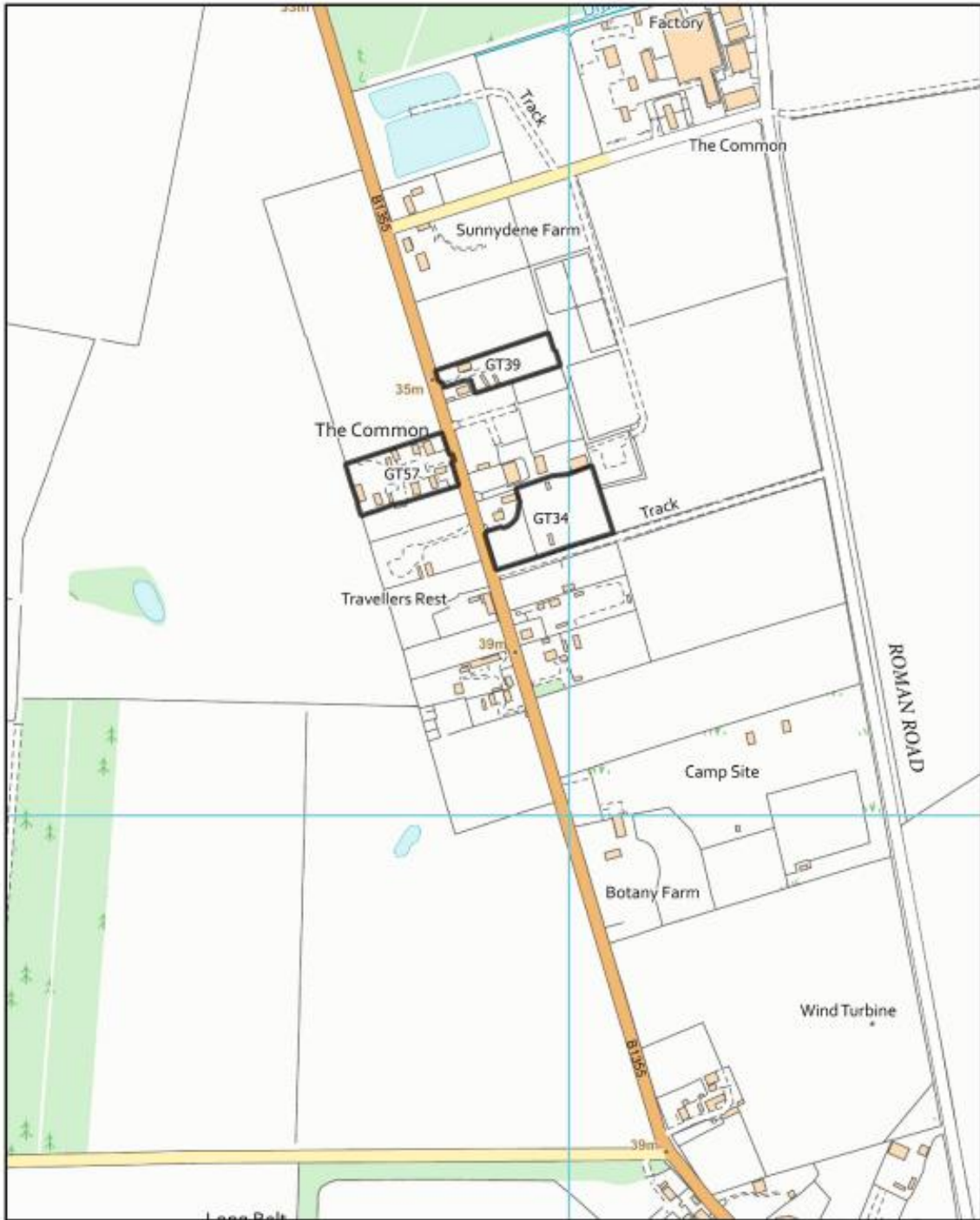
Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk)
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-15 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a low risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>	



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**GT34, GT39 & GT57**



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28/07/23

Site Name/Settlement	19 South Beach Road, Hunstanton	Site Reference	GT58
Site Capacity	No remaining capacity and no prospect of an extension to the site	Site Area (Ha)	0.12
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some significant identified constraints that are unlikely to be overcome through mitigation.
Planning Status	

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 3b (High risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		Coastal Management Zone
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered ‘a high risk to life’ in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>There remains no available capacity to accommodate any additional pitches on this site. It is unlikely that an extension of the site can be secured.</p> <p>To conclude, the site is considered ‘Potentially suitable’ for development.</p>	





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GT58



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28/07/23

Site Name/Settlement	Spriggs Hollow, Wiggenhall St Mary Magdalen	Site Reference	GT59
Site Capacity	Some remaining capacity	Site Area (Ha)	0.48
Proposed Number of additional pitches/plots	5	Ownership	Private

Is the site suitable?	<b>The site is potentially suitable</b>
Suitability Comments?	The site has some constraints identified that could be overcome through mitigation measures
Planning Status	1 Unauthorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is located within Flood Zone 1 (low risk)
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or nondesignated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		Subject to applicant demonstrating acceptable visibility can be provided
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

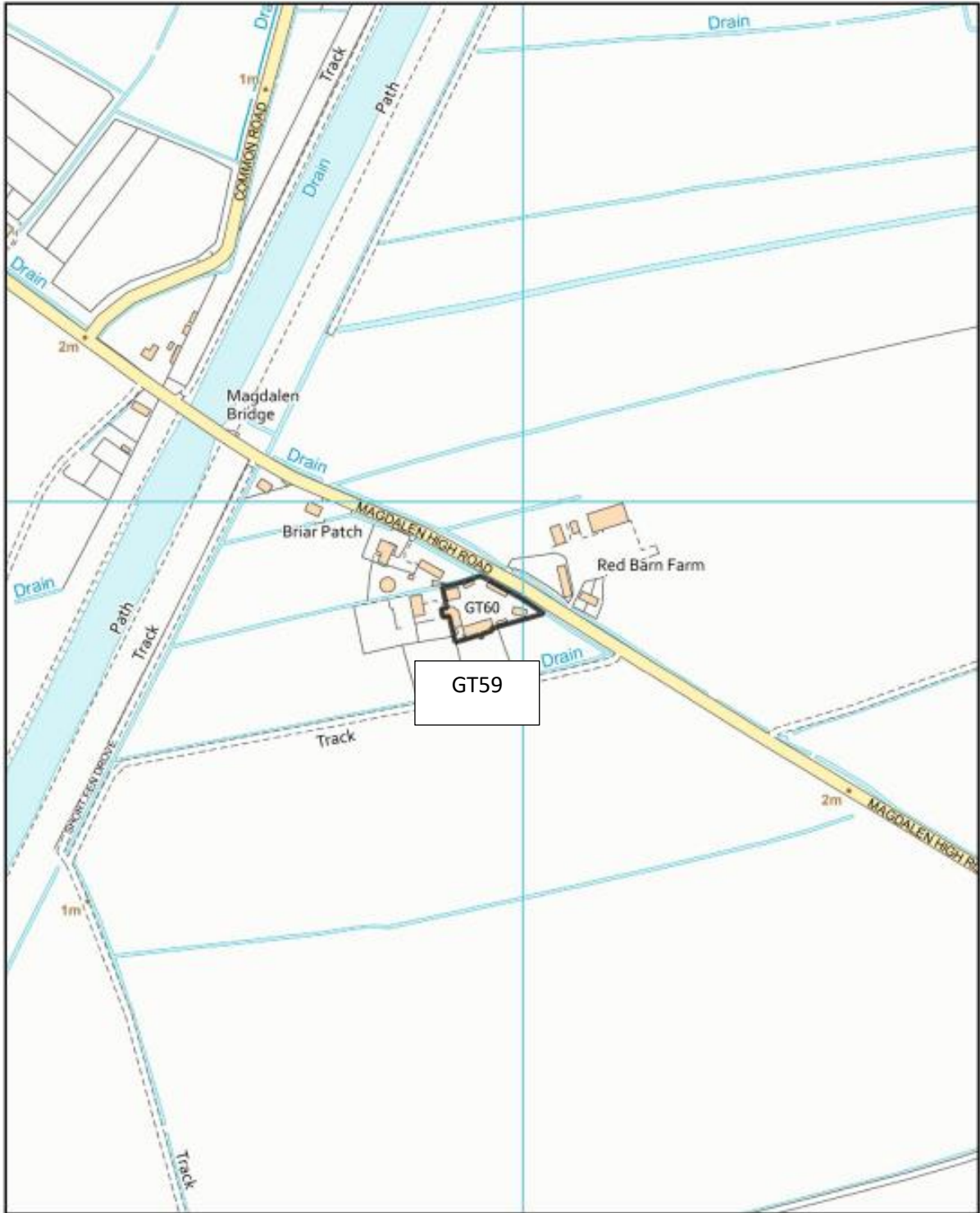
Availability Assessment
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Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	5

Achievability (including Viability)	
Is the site achievable?	Yes
Achievability Comments	There is an identified need for 4 additional pitches within the 5-years as identified within the GTAA 2023. 1 unauthorised pitch

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include, highways and its impact on local character and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development.</p>	



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GT59



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28/07/23



Site Name/Settlement	1 Waterlow Road, Hay Green, Terrington St Clement	Site Reference	GT60
Site Capacity	Some remaining capacity	Site Area (Ha)	0.48
Proposed Number of additional pitches/plots	5	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.

Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	4+

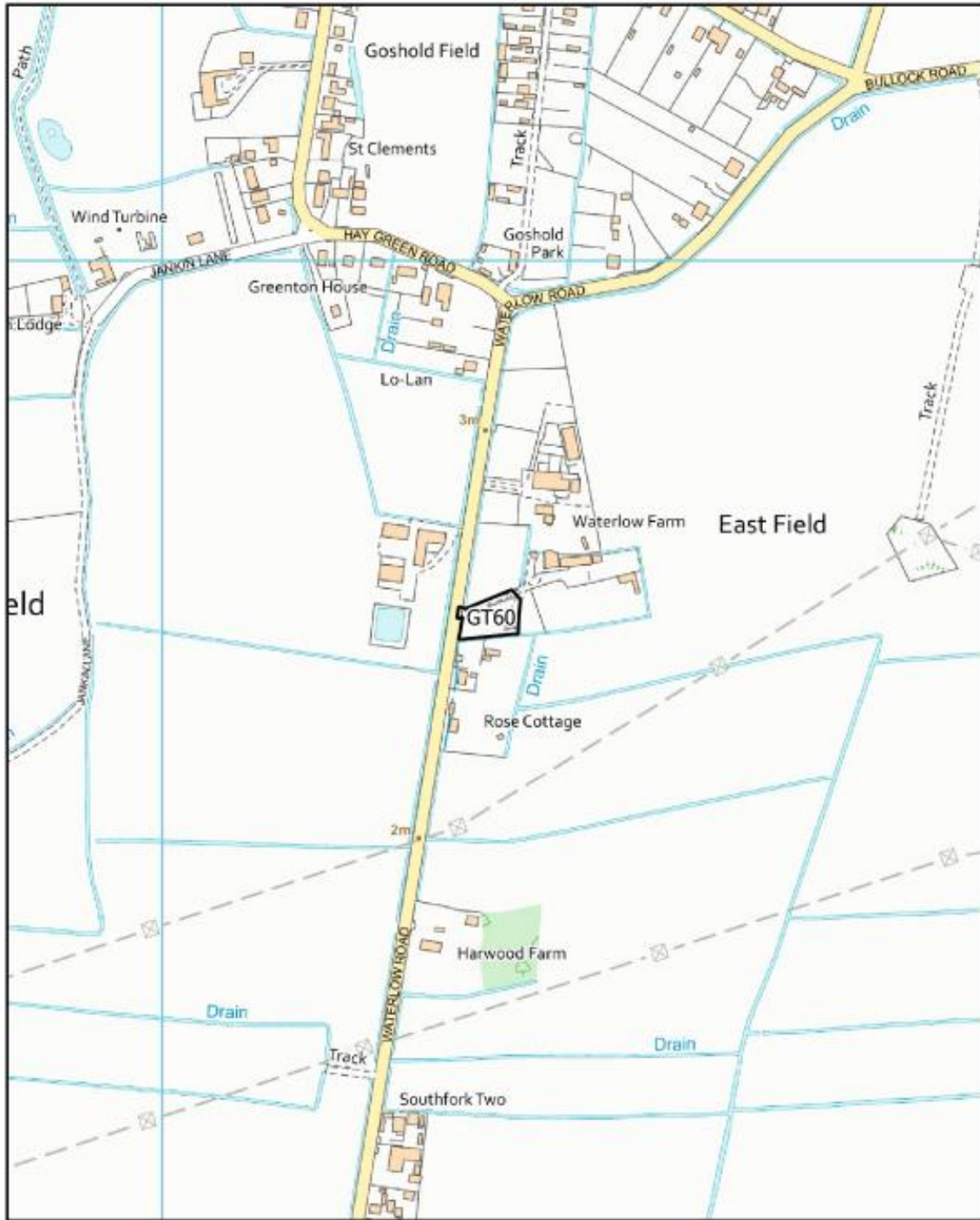
Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a high risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p>



To conclude, the site is considered 'Potentially suitable' for development.



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**GT60**



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15/12/2023

Site Name/Settlement	155 Small Lode, Outwell	Site Reference	GT61
Site Capacity	Some remaining capacity	Site Area (Ha)	0.14
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has some constraints identified but could be overcome with mitigation.
Planning Status	Authorised

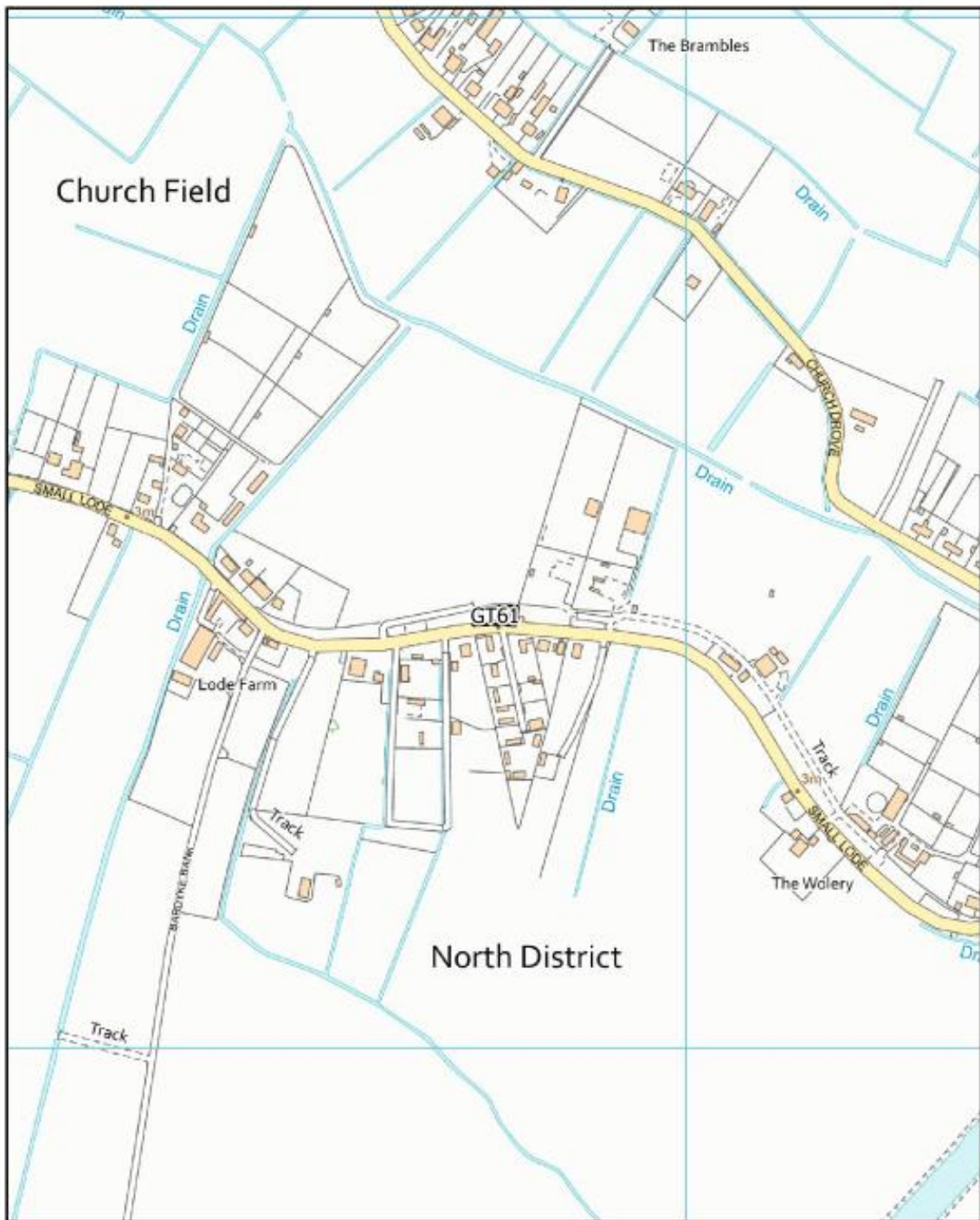
Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk)
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Not Available
When is the site available?	Unknown
Is the site being marketed?	Not Known
Availability Comments, (including build out rate)	Not Known
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	potentially
Achievability Comments	There is no identified need for any additional pitch within the current or 5-year period.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a medium risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>	



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**GT61**



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15/12/2023

Site Name/Settlement	Redgate Farm, Magdelan Road, Tilney St Lawrence Travelling Showpeople	Site Reference	GT62
Site Capacity	Some remaining capacity	Site Area (Ha)	0.14
Proposed Number of additional pitches/plots	2	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has some identified constraints. Due to their being an identified need arising from this site, further work is being undertaken to see if these constraints can be adequately addressed through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.



Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or nondesignated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	2

Achievability (including Viability)	
Is the site achievable?	Potentially
Achievability Comments	There is an identified need for 3 additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. Further work is needed to address the existing flooding constraints on the site. If these issues can be adequately addressed by mitigation then the site could be used to accommodate the direct future need.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p>	

In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.

To conclude, the site is considered 'potentially suitable' for development.



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GT62



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28/07/23

Site Name/Settlement	Rope Walk, Appletons Yard	Site Reference	GT63
Site Capacity	Some remaining capacity	Site Area (Ha)	1.54
Proposed Number of additional pitches/plots	0	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some identified constraints that are unlikely to be overcome through mitigation.
Planning Status	Authorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or nondesignated heritage assets.
Open Space / Green		No known issues. The site is not located on an identified open space

Infrastructure		
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

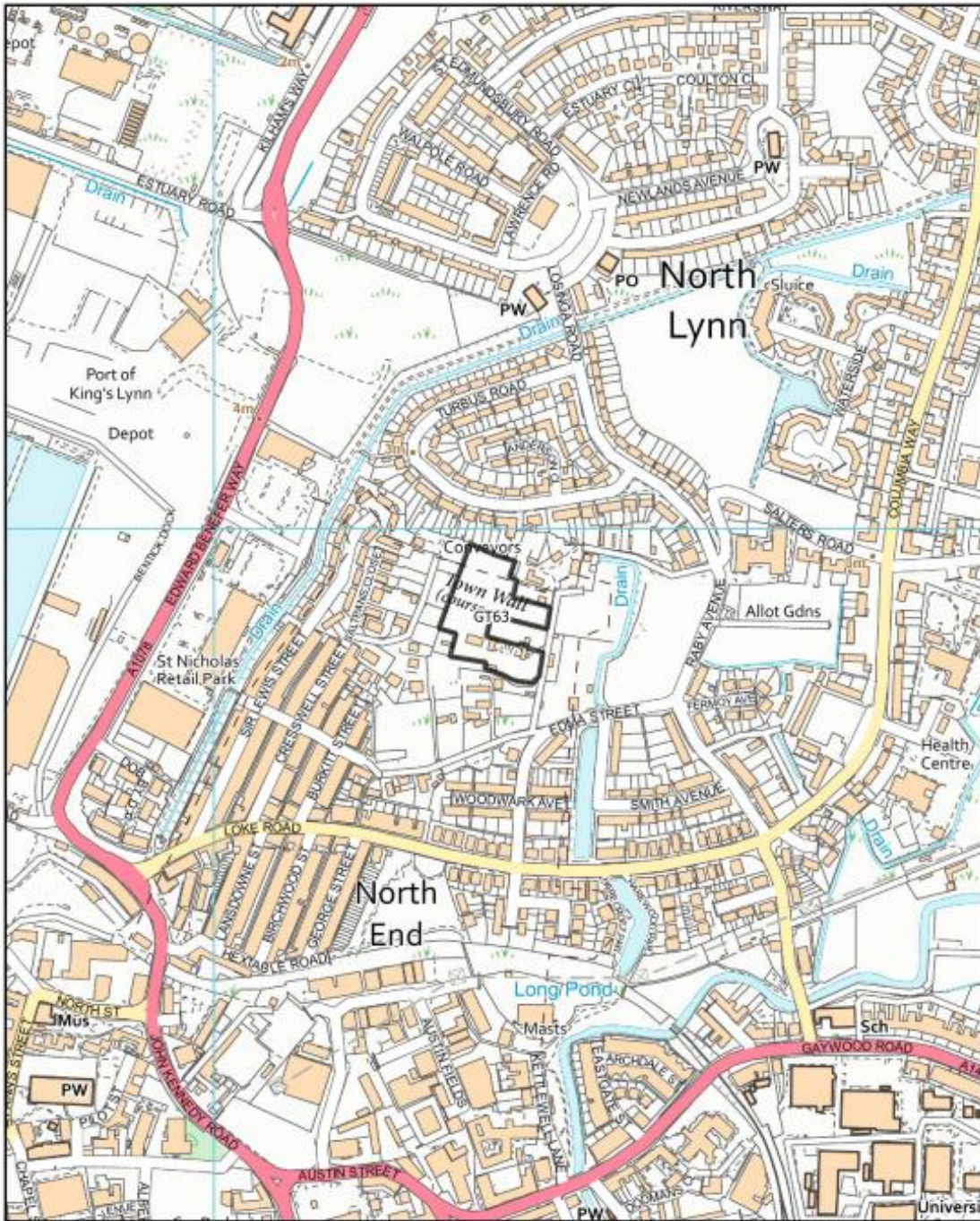
Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is no identified need for any additional pitch within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-10 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a high risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'Potentially suitable' for development.</p>	





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GT63



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28/07/23



Site Name/Settlement	Tall Trees, Downham Road Salters Lode Downham Market	Site Reference	GT65
Site Capacity	Some remaining capacity	Site Area (Ha)	0.47
Proposed Number of additional pitches/plots	5	Ownership	Private

Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some constraints identified that are likely to be overcome through mitigation measures
Planning Status	Unauthorised

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		The consultation plan seems to show a land parcel south of what appears to be the Tall Trees established site. Please confirm the location. Walking not ideal but possible within

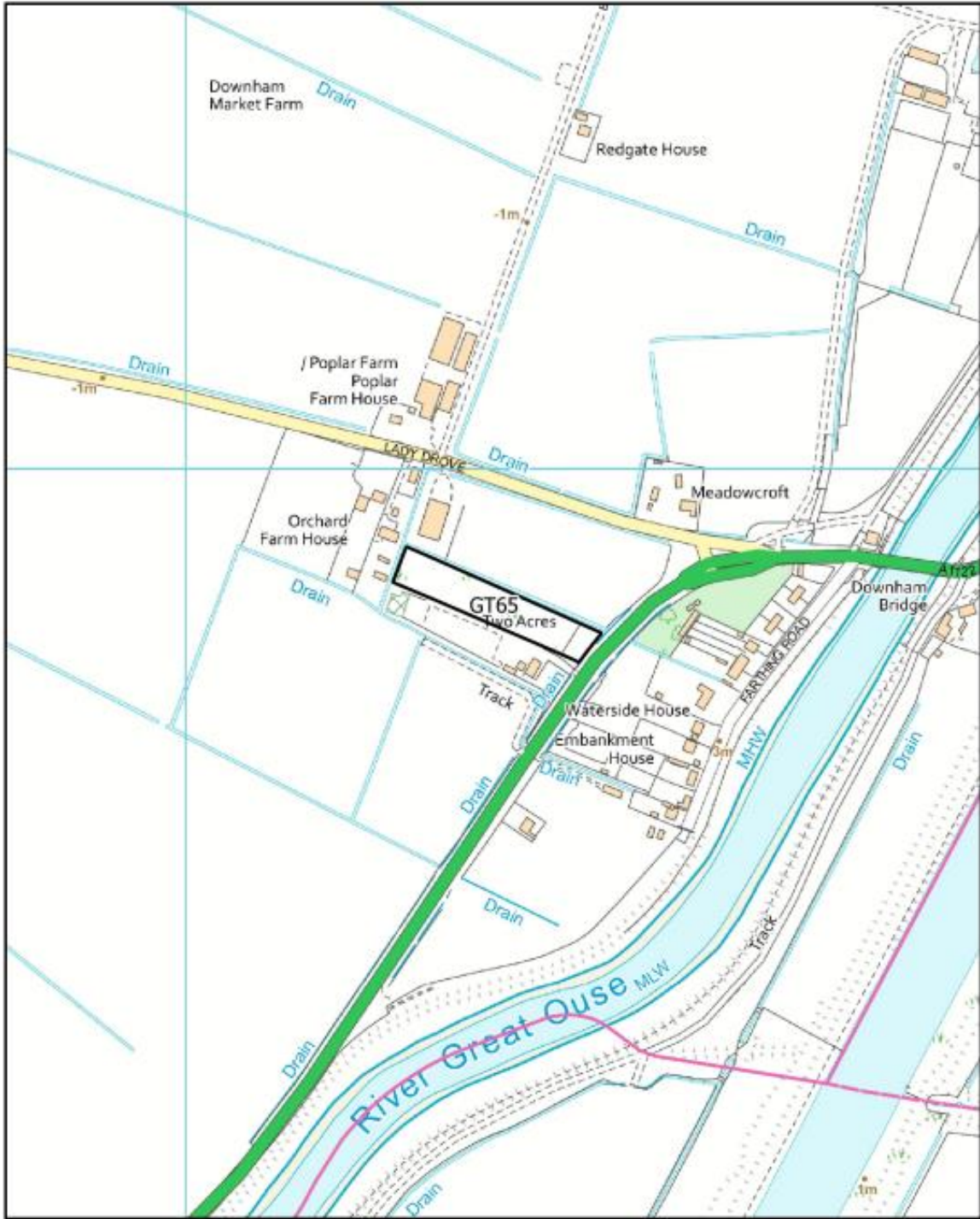
		verge to connect with footway to north for journeys to town.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	5

Achievability (including Viability)	
Is the site achievable?	Yes
Achievability Comments	There is an identified need for 5 additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and no further growth has been identified at this point.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'Potentially suitable' for development.</p>	



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**GT65**



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25/03/2024

Site Name/Settlement	Land at Brandon Road, Methwold	Site Reference	GT66
Site Capacity	Some remaining capacity	Site Area (Ha)	0.47
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

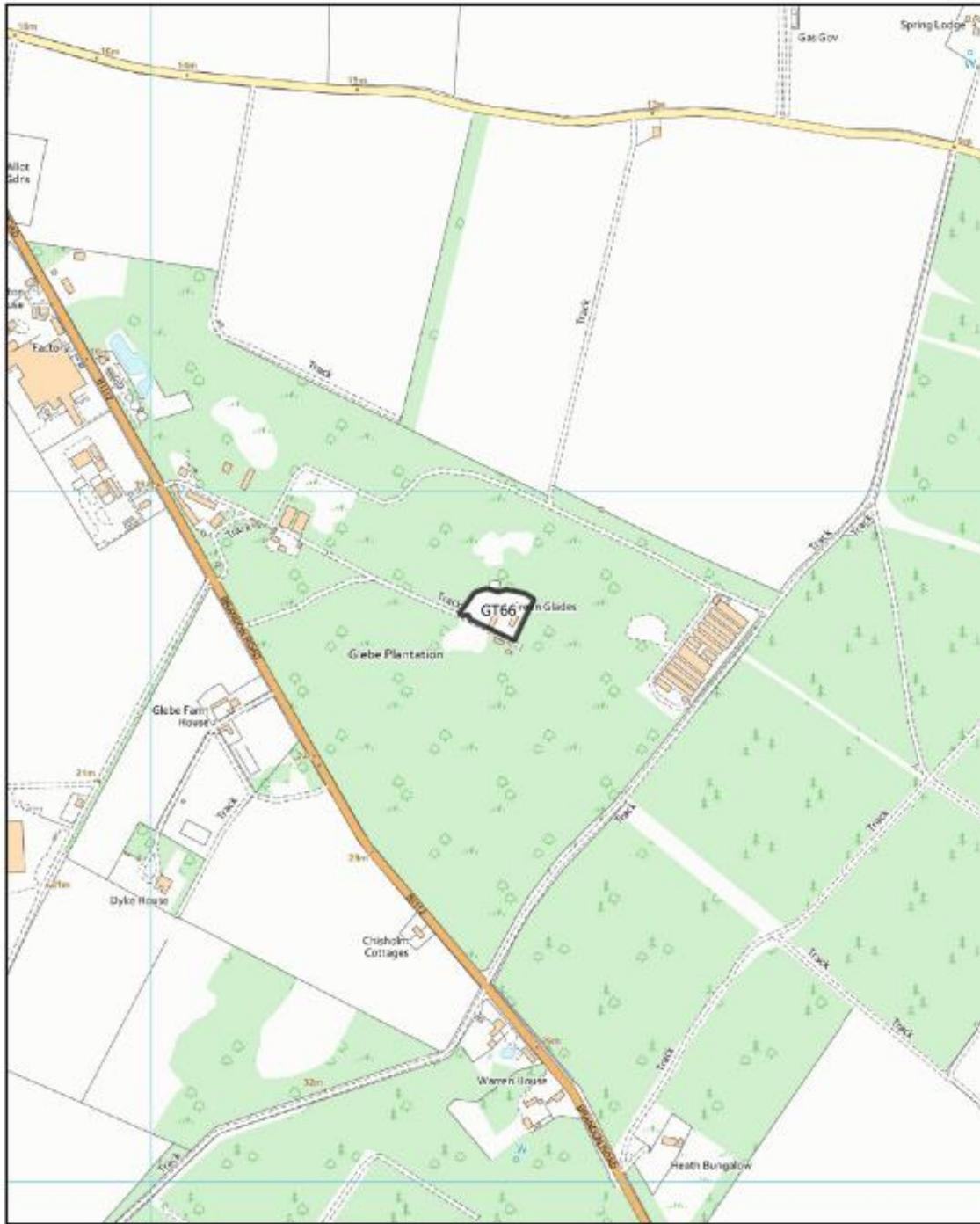
Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk)
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or nondesignated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space
Transport and Roads		Site remote and located on fast B road with no off-carriageway walking/cycling. Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		No Neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Yes.
Achievability Comments	There is an identified need for 3 additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include highways and its impact on local character and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>	



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GT45



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04/08/23



Site Name/Settlement	Llamedos - Syderstone Travelling Showpeople	Site Reference	GT67
Site Capacity	Some remaining capacity	Site Area (Ha)	0.65
Proposed Number of additional pitches/plots	1	Ownership	Private

Is the site suitable?	The site is potentially suitable
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	Authorised

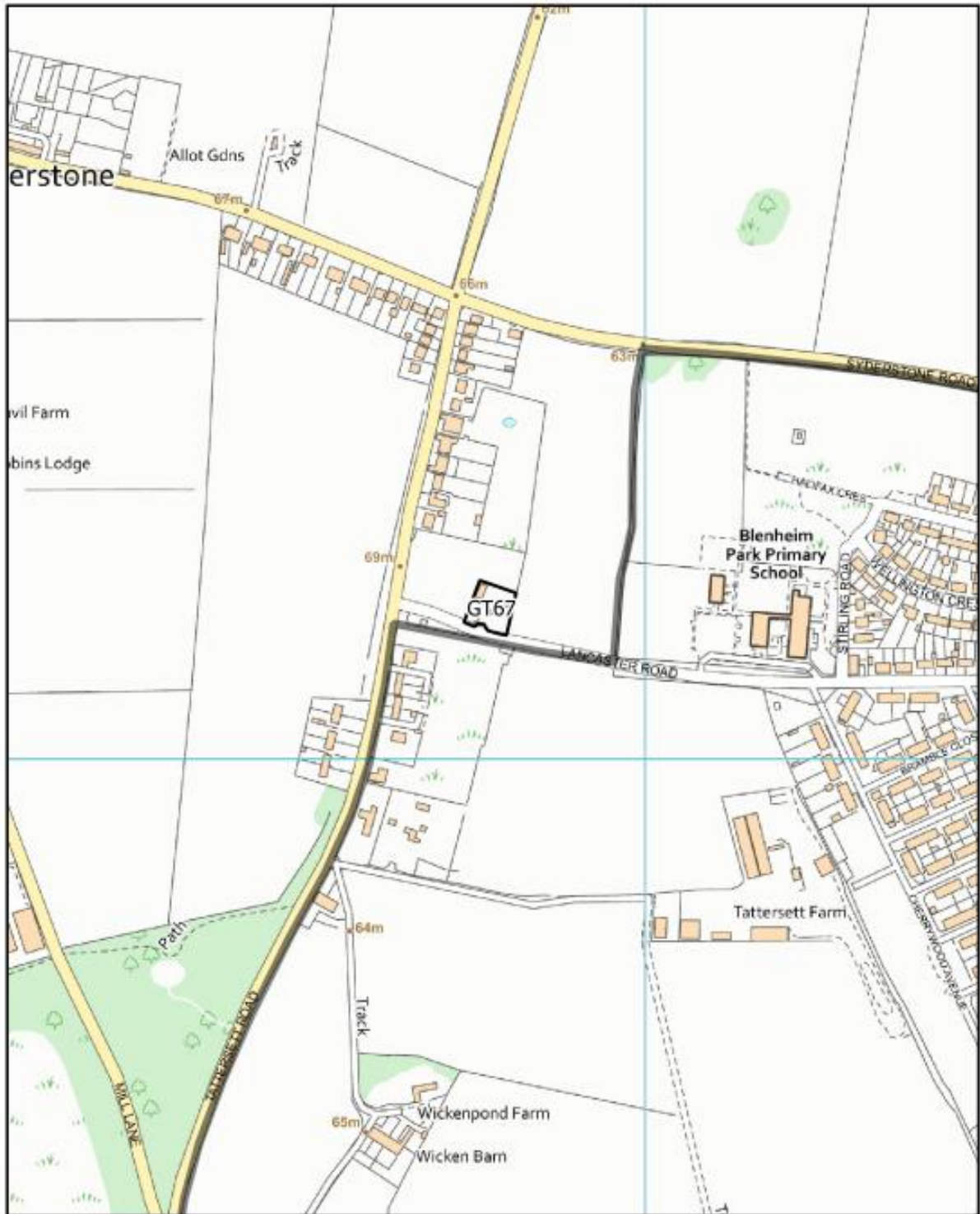
Suitability Assessment		
Constraint	Score	Comment
Access to Site	Yellow	Site has a current access on to an existing highway
Accessibility to Local Services and Facilities	Red	No core services within 800m/10 minutes walking distance.
Utilities Capacity	Green	No concerns raised
Utilities Infrastructure	Green	has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability	Green	No known issues. The site is unlikely to be contaminated.
Flood Risk	Green	The site is located within Flood Zone 1 (low risk)
Nationally and Locally Significant Landscapes	Yellow	Development of the site could have an impact on sensitive landscapes or their setting
Townscape	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity	Green	Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure	Green	No known issues. The site is not located on an identified open space
Transport and Roads	Yellow	Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change	Green	The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses	Yellow	Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoining uses; however, these could be reasonably mitigate

Availability Assessment	
Is the site available in the plan period?	Available
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	0

Achievability (including Viability)	
Is the site achievable?	Potentially.
Achievability Comments	There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	6-15 years

Conclusion	
<p>The site has some identified constraints. These include highways and its impact on local character and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is minimal due to this being an existing and established site.</p> <p>To conclude, the site is considered 'potentially suitable' for development with some mitigation measures.</p>	



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**GT67**



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28/03/2024

## 7. APPENDIX B: ASSESSMENT OF REASONABLE ALTERNATIVES GYPSY AND TRAVELLER SITES

7.1. The following sites have been identified as ‘reasonable alternatives’ for the consideration of Gypsy and Traveller use due to their suitability and their close proximity to those existing gypsy and traveller sites where a need has been identified. The sites below are not currently used for Gypsy and Traveller use. These sites have either been submitted via the Council’s ‘call for land’ consultation or through submissions to public consultations.

### List of Reasonable Alternative Sites Considered for Gypsy and Traveller Use

Existing Site Name	GT SITE AND MAP REF	Suitability for Allocation
Land SE of Cottons Head, Outwell	GTRA(A)	Not Achievable
Land West of Station Road, West Dereham	GTRA(B)	Not Suitable
Land To the West of Wheatley Bank and South of Wheatley Meadow Country Park Travellers Site Wheatley Bank, Walsoken	GTRA(C)	Potentially suitable
Land at The Willows 70 Terrington St Clement	GTRA(D)	Not suitable
Land off Sandy Lane, Blackborough End	GTRA(E)	Not suitable
Land off Hill’s Crescent, Gayton	GTRA(F)	Not suitable
School Road, Marshland St James	GTRA(G)	Not suitable
Land to the South of the B1145 – King’s Lynn	GTRA(H)	Not suitable
Land at Spring Wood, Reffley Lane, Kings Lynn	GTRA(I)	Not suitable
Land to the North of Church Road, Emneth	GTRA(J)	Not suitable
Land next to the A10 West Winch Village	GTRA(K)	Not suitable
Parcel off Land off Sandy Lane, Blackborough End	GTRA(L)	Not suitable
Parcel off Land off Sandy Lane, Blackborough End	GTRA(M)	Not suitable
Parcel off Land off Sandy Lane, Blackborough End	GTRA(N)	Not suitable
Land off New Road, Upwell	GTRA(O)	Not suitable

Site Name/Settlement	Land SE of Cottons Head, Outwell	Site Reference	GTRA(A)
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Is the site suitable?	<b>Not achievable</b>
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	Planning Application under determination 23/1067/FM

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway, but this is considered inappropriate to accommodate the movement of larger vehicles such as static caravans.
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is located within Flood Zone 2 & 3 of the BCKLWN SFRA (2017) and Flood Zone 2 & 3a.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		The block plan for the planning application suggests that species rich grassland will be present on the within the 9m buffer around the boundary of the site. This is a welcome enhancement and will provide benefits to a range of species groups once established. It is advised that the grassland should be managed as per wildflower meadow i.e. cut regularly on creation but later cutting should be reduced to once per year and the arisings removed from the site to prevent nutrient enrichment. Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		It is evident that the carriageway widths on Cotton's Head are not suitable to accommodate the additional and type of traffic that this application would engender. It is apparent

		from the application that in addition to cars being present on the site there would also be wider vehicles accessing Cotton's Head such as touring caravans.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigate.

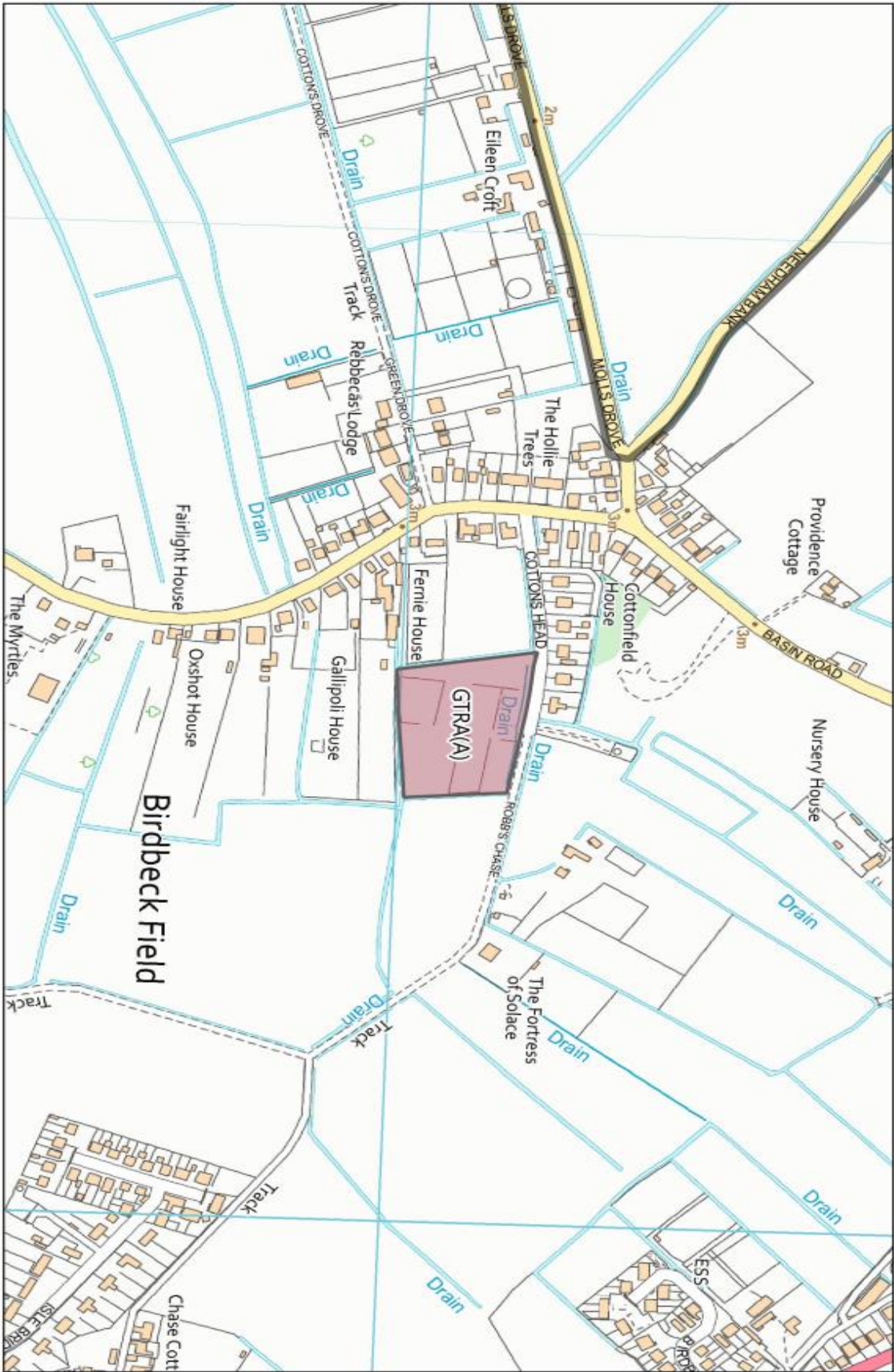
Availability Assessment	
Is the site available in the plan period?	Yes.
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	7

Achievability (including Viability)	
Is the site achievable?	Not at present
Achievability Comments	There is an identified need for 7 additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site is currently under consideration for planning application 23/1067/FM Responses to the application has identified some significant highway constraints in terms of achieving physical accessibility (for static caravans) to and from the site and with highway safety. It is very unlikely that these constraints can be overcome through mitigation. Due to a safe and suitable access being fundamental for the deliverability of the site, these constraints make the development of the site likely unachievable at this time.</p>	





Site Name/Settlement	Land West of Station Road, West Dereham	Site Reference	GTRA(B)
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Is the site suitable?	The site is Not suitable
Suitability Comments?	The site has some significant identified constraints
Planning Status	Potential New Site – Planning application 23/01606/F - Refused

Suitability Assessment		
Constraint	Score	Comment
Access to Site	Yellow	The site could achieve a suitable access once vegetation is cleared.
Accessibility to Local Services and Facilities	Red	No core services within 800m/10 minutes walking distance.
Utilities Capacity Utilities Infrastructure	Green	No information has been supplied with respect to foul drainage (septic tank is ticked on the application form) or waste and recycling storage and collection. No details have been provided or shown on the site plans. I support the comments and stance of the Waste and Recycling Manger. Each pitch/plot should have storage for relevant wheeled bins and food caddies and the site requires a presentation point at the kerbside. Given the public comments, supported by photographic evidence, with respect to the water saturation levels of the land, we would be particularly concerned about the safe and effective use and operation of a septic tank. Under general building rules, updated in January 2020, discharge from septic tanks cannot be dispersed to surface water areas such as the drains/ ditches systems must treat the water and discharge to drainage fields. It appears this would not be possible in this location. No information in the form of percolation tests has been supplied to evidence that the infiltration drainage is possible. Until such evidence is available, we would be obliged to issue a holding objection.
Contamination and Ground Stability	Green	No known issues. The site is unlikely to be contaminated.
Flood Risk	Yellow	The site is located within Flood Zone 1 (low risk) However, there are some identified drainage and water pooling on parts of the site which would need improving. A Drainage Strategy has been sought by the Case Officer in relation to the current planning application.
Nationally and Locally Significant Landscapes	Yellow	Development of the site could have an impact, on sensitive landscapes or their setting.
Townscape	Red	Development likely to have some impact on townscape due to the site being situated within open countryside.

		Development of this site would lead to a significant change to the character to this part of West Dereham.
Biodiversity and Geodiversity		<p>The site appears to be dominated by arable land. There are water bodies within 250m of the site boundary but the habitat on site is typically hostile to the species, given this and that the site is surrounded by a network of ditches within the wider landscape I would not consider it likely that species are present.</p> <p>There is a ditch which the proposed access crosses but aerial imagery show this to be filled in and no longer present. A 9m buffer has been shown on the plan around the two watercourses bounding the east and west of the site respectively. It is unlikely that the development would impact riparian mammals based on this design. The proposed block plan design includes proposals for meadow grass to be planted within this 9m buffer. I advise that suitable species rich grass mix is used to optimise the value of this area for biodiversity. It is possible that badgers would use the site for foraging and that bats may forage/commute across the site. The proposed development must therefore feature wildlife sensitive lighting to minimise light spill into the surrounding countryside.</p> <p>The proposal will result in a net increase in overnight accommodation and will be required to pay the GIRAMS tariff or submit a bespoke mitigation approach to combine recreational impacts on protected site.</p>
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Station road is narrow in parts but it does have intervisible passing provisions which enable formal passing on the road. It is also evident that the point of access, once vegetation has been cut, would accord with adopted guidance. The proposed development site is however remote from schooling; town centre shopping; health provision and has restricted employment opportunities with limited scope for improving access by foot and public transport. The distance from service centre provision precludes any realistic opportunity of encouraging modal shift away from the private car towards public transport.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/		Near residential dwellings. Development of the site could have issues of compatibility with

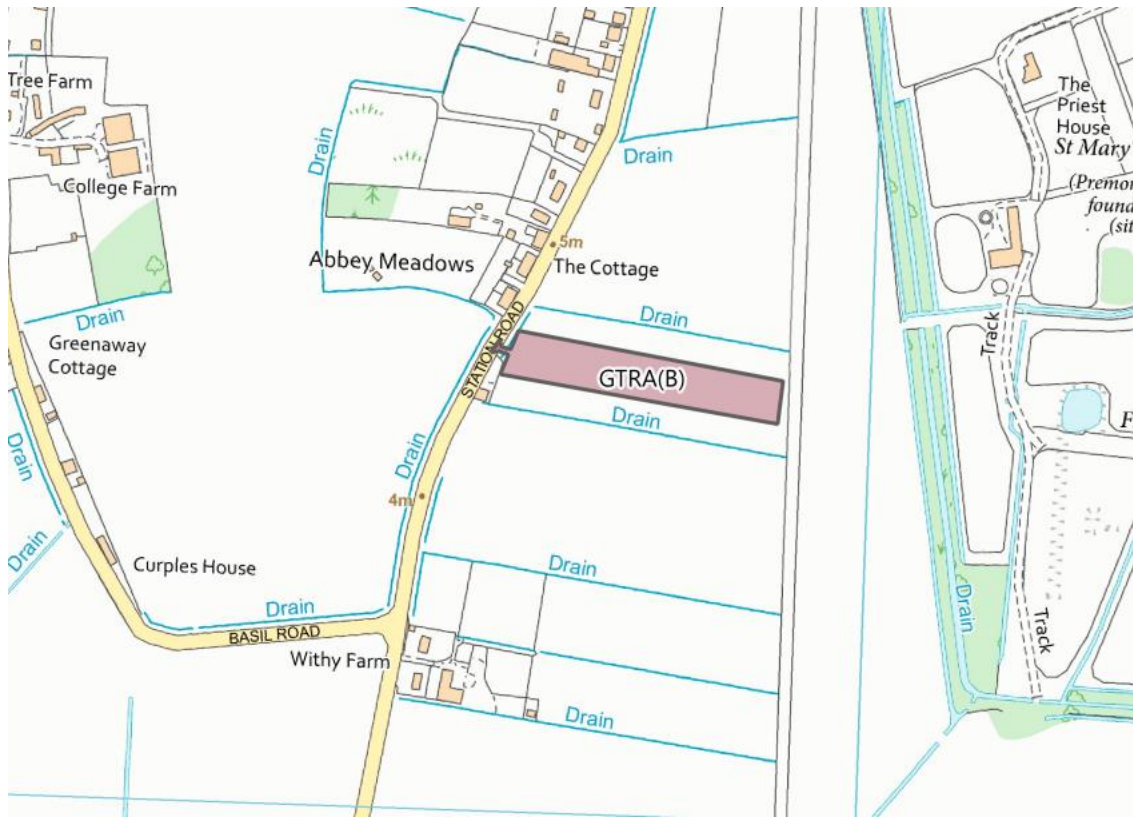
Adjoining Uses		neighbouring/adjoin uses; however, these could be reasonably mitigated through the design and layout of the site.
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Availability Assessment	
Is the site available in the plan period?	Yes.
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	10

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	

Trajectory	
Likely development period?	N/a

Conclusion	
<p>The site has some identified constraints such as its potential impact on local character. Due to the site being currently undeveloped and within open countryside. Development at this site would likely significantly harm the character to this part of the settlement.</p> <p>To conclude, the site is considered 'Not suitable' for development with some mitigation measures.</p>	



Site Name/Settlement	Land To the West of Wheatley Bank and South of Wheatley Meadow Country Park, Walsoken	Site Reference	GTRA(C)
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Is the site suitable?	The site is Potentially suitable
Suitability Comments?	The site has some constraints identified, but it is likely that these could be overcome via mitigation measures.
Planning Status	Potential New Site.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		<p>The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.</p> <p>As this is an existing authorised site where a direct need has arisen through the GTAA 2023, the Council believes that a planning balance needs to be made between meeting this direct need and identifying appropriate mitigation measures to reduce the impact of flood risk to current and future occupiers of the site.</p>
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have some impact on townscape, but can be mitigated through siting and design.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.



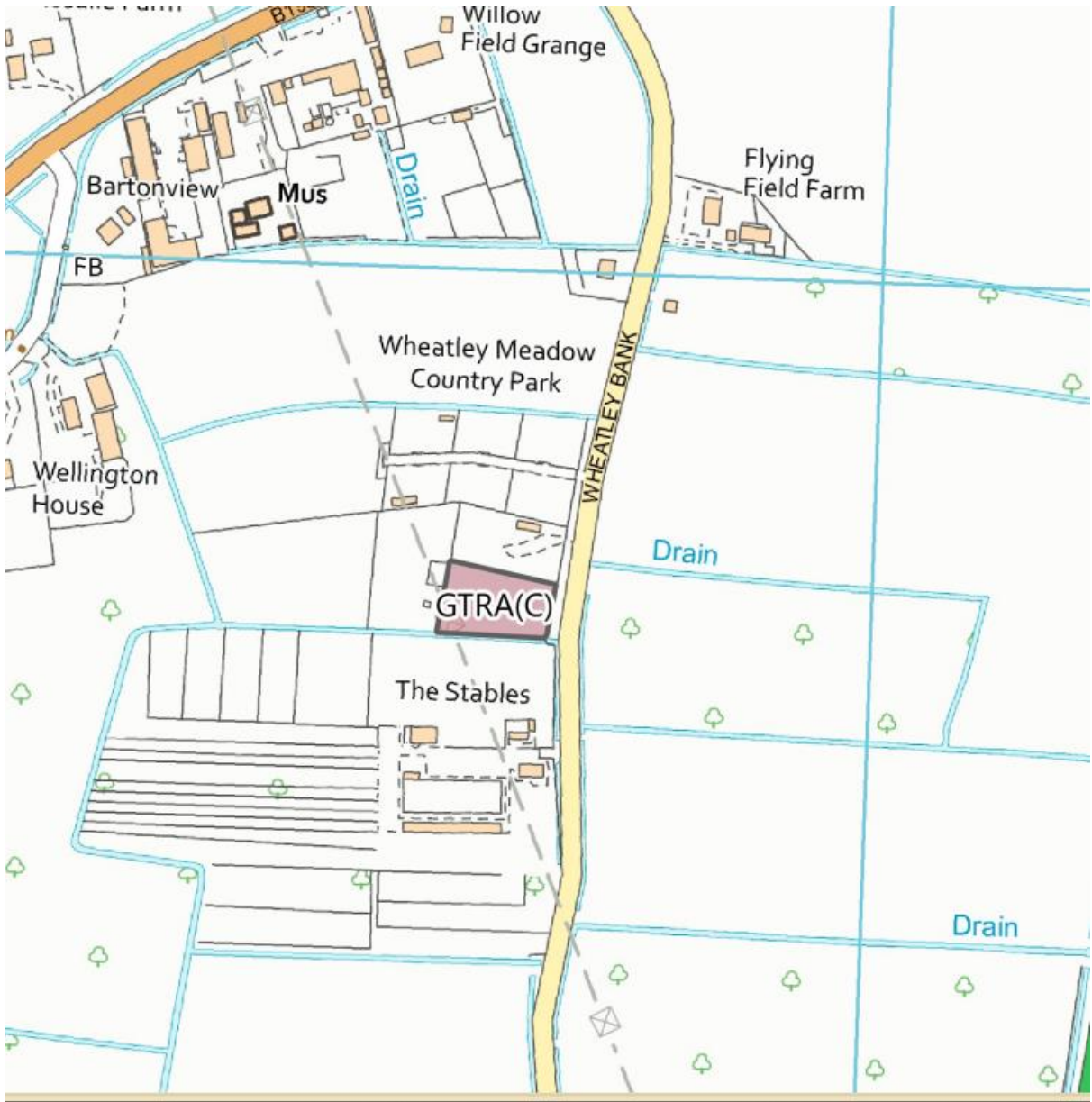
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigate.

Availability Assessment	
Is the site available in the plan period?	No.
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	1

Achievability (including Viability)	
Is the site achievable?	Yes
Achievability Comments	No need identified through the GTAA, but a planning application is currently being determined for 1 pitch.

Trajectory	
Likely development period?	0-5 years

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a high risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>To conclude, the site is considered 'Potentially suitable' for development.</p>	



Site Name/Settlement	Land at The Willows 70 Terrington St Clement	Site Reference	GTRA(D)
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Is the site suitable?	The site is Not suitable
Suitability Comments?	The site has some significant constraints identified.
Planning Status	Potential New Site.

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		No core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		No issues.
Availability Assessment		

Is the site available in the plan period?	Yes.
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	5+

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a high risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being a main road, these are considered significant, but development here is existent and no further growth has been identified at this point.</p> <p>To conclude, the site is considered 'Not suitable' for development.</p>	



Site Name/Settlement	Land at Sandy Lane, Blackborough End	Site Reference	GTRA(E)
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Is the site suitable?	The site Not suitable
Suitability Comments?	The site has some significant constraints identified.
Planning Status	Potential new site

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site could provide a suitable access to an existing highway
Accessibility to Local Services and Facilities		Some core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have a significant impact on the character of the area due to the site being located on the edge of the village. The site is also large and its development for gypsy and traveller accommodation come overbear the built form of the existing settlement.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		The site is close to and within the setting of a heritage asset. Development within such close proximity should be complementary and make sure that it can mitigate against any negative impact(s). Uncertainty on whether such a development use can provide satisfactory mitigation.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		The road is narrow so only a small scale of development will likely be appropriate. Additional highway works is needed.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Some neighbouring or adjoining land use constraints identified. Nearby residential properties.
Availability Assessment		
Is the site available in the plan period?	Yes.	

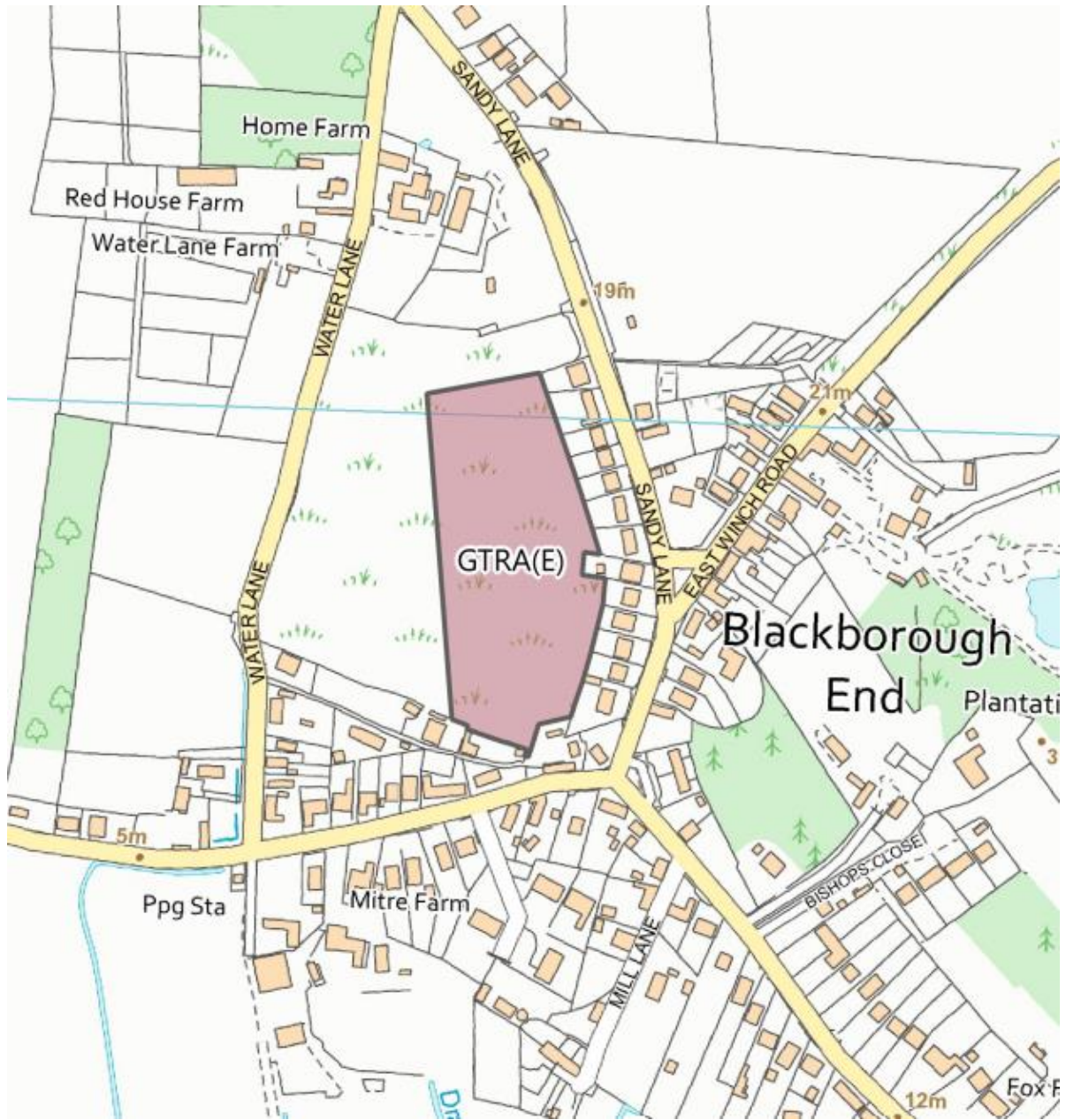


When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	10+

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints such as its potential impact on local character and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is considered substantial due to this being an undeveloped area of land within the existing but form. New development will introduce backland development within a largely linear character and is likely to contribute negatively towards the existing character of this part of Blackborough End.</p> <p>To conclude, the site is considered 'Not suitable' for development with some mitigation measures.</p>	



Site Name/Settlement	Land off Hill's Crescent, Gayton	Site Reference	GTRA(F)
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Is the site suitable?	The site is Not suitable
Suitability Comments?	The site some constraints identified.
Planning Status	Potential new site

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway – B1145
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
Biodiversity and Geodiversity		Development of the site would potentially have a negative impact to the existing woodland.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		The site is designated as a Local Green Space within the Gayton Neighbourhood Plan. The development will have a negative impact on the loss of existing woodland. Significant trees and landscapes should be retained through any development.
Transport and Roads		Awaiting NCC comments. Potential impact on existing public rights of way. These should be protected by any development. Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Some neighbouring or adjoining land use constraints identified. Nearby residential properties.

Availability Assessment	
Is the site available in the plan period?	Yes.
When is the site available?	From year 1
Is the site being marketed?	No.
Availability Comments, (including build out rate)	
Site Capacity	10+

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is not identified need for any additional pitches within the 5-years as identified within the GTAA 2023. This site is considered a reasonable alternative.

Trajectory	
Likely development period?	n/a.

Conclusion	
<p>The site has some identified constraints. These include highways and its impact on existing open space and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Development is existent through adjacent development. Any impact on highways is thought to be limited.</p> <p>To conclude, the site is considered 'Not suitable' for development.</p>	





Site Name/Settlement	Land at School Road, Marshland St James	Site Reference	GTRA(G)
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Is the site suitable?	The site is Not suitable
Suitability Comments?	The site has significant constraints that cannot be overcome by mitigation
Planning Status	Potential new site

Suitability Assessment		
Constraint	Score	Comment
Access to Site	Yellow	Site has a current access on to an existing highway
Accessibility to Local Services and Facilities	Yellow	Some core services within 800m/10 minutes walking distance.
Utilities Capacity	Green	No concerns raised.
Utilities Infrastructure	Green	Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability	Green	No known issues. The site is unlikely to be contaminated.
Flood Risk	Yellow	The site is within Flood Zone 2 and/or 3. The screening of sites through the SRFA shows the hazard associated with the undefended Tidal 200-year event with an allowance for climate change, i.e. an indication of the risk to sites if defences were to breach during an extreme event.
Nationally and Locally Significant Landscapes	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape	Yellow	Development of the site would have some negative impact on townscapes and the character of the local area.
Biodiversity and Geodiversity	Green	Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure	Green	No known issues. The site is not located on an identified open space
Transport and Roads	Yellow	Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change	Green	The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses	Yellow	Some neighbouring or adjoining land use constraints identified. Nearby residential properties.
Availability Assessment		

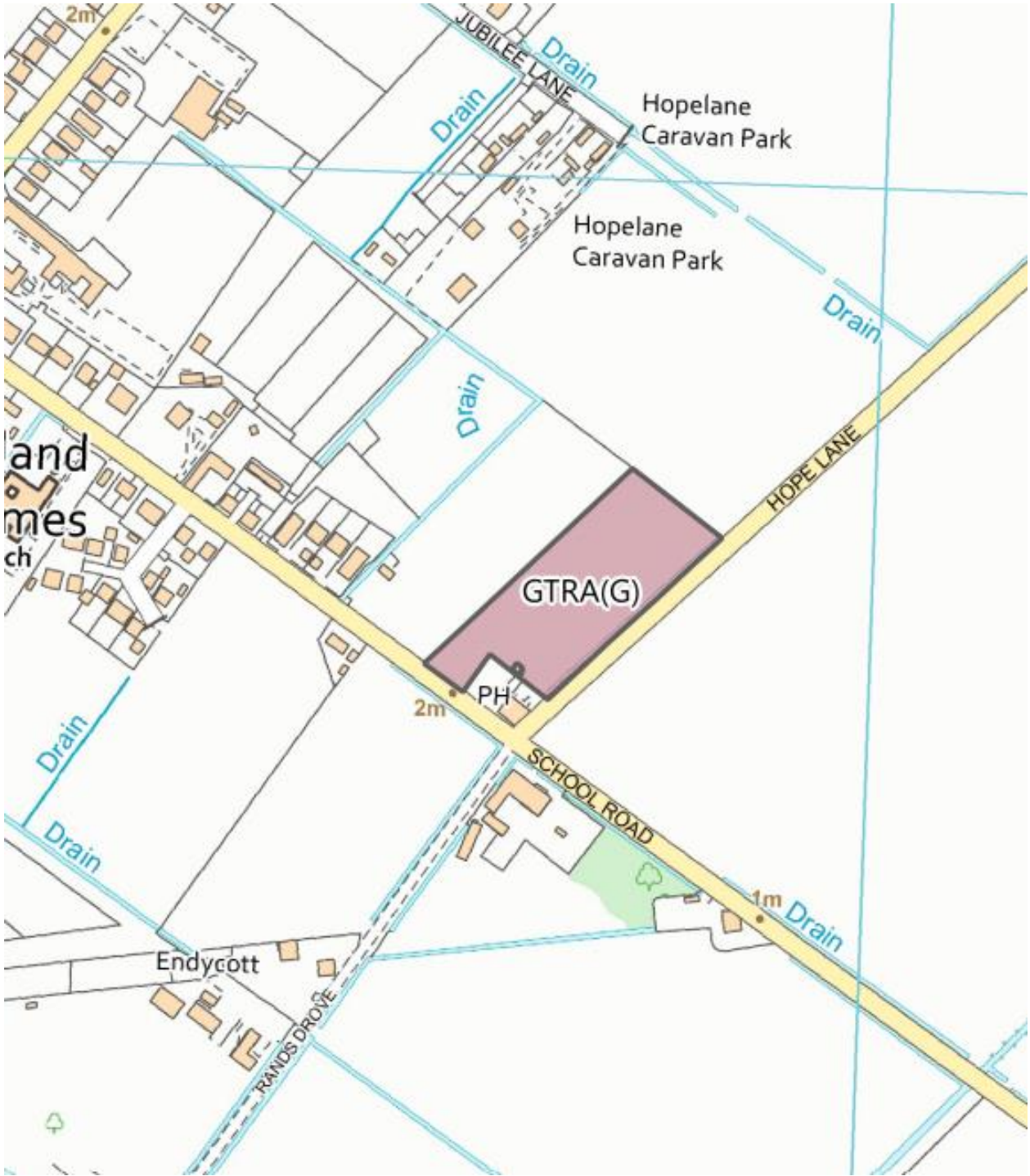


Is the site available in the plan period?	Yes.
When is the site available?	From year 1
Is the site being marketed?	Unknown.
Availability Comments, (including build out rate)	
Site Capacity	5+

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered 'a high risk to life' in terms of potential flooding volume and depth.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development around here is existent and no growth has been identified at this point.</p> <p>To conclude, the site is considered 'Not suitable' for development.</p>	



Site Name/Settlement	Land to the South of the B1145 – King's Lynn Council owned land	Site Reference	GTRA(H)
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Is the site suitable?	<b>The site is Not suitable</b>
Suitability Comments?	The site some constraints identified.
Planning Status	Potential new site.

Suitability Assessment		
Constraint	Score	Comment
Access to Site	Yellow	Site has a current access on to an existing highway – B1145
Accessibility to Local Services and Facilities	Yellow	Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity	Green	No concerns raised
Utilities Infrastructure	Green	has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability	Green	No known issues. The site is unlikely to be contaminated.
Flood Risk	Green	The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity	Red	Development of the site would potentially have a negative impact to the existing woodland. Trees are protected by Tree Preservation Order.
Historic Environment	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure	Red	The development will have a negative impact on the loss of existing woodland. Significant trees and landscapes should be retained through any development.
Transport and Roads	Yellow	Potential impact on existing public rights of way. These should be protected by any development. Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change	Green	The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses	Yellow	Some neighbouring or adjoining land use constraints identified.

Availability Assessment	
Is the site available in the plan period?	Yes.
When is the site available?	From year 1
Is the site being marketed?	No.
Availability Comments, (including build out rate)	
Site Capacity	10+

Achievability (including Viability)	
Is the site achievable?	No.
Achievability Comments	There is not identified need for any additional pitches within the 5-years as identified within the GTAA 2023. This site is considered a reasonable alternative.

Trajectory	
Likely development period?	n/a.

Conclusion	
<p>The site has some identified constraints. These include highways and its impact on existing open space, landscape and woodland. A significant level of trees may have to be removed to implement such as development.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Development is existent through adjacent development. Any impact on highways is thought to be limited.</p> <p>To conclude, the site is considered 'Not suitable' for development.</p>	



Site Name/Settlement	Land at Spring Wood, Reffley Lane, Kings Lynn Council owned land	Site Reference	GTRA(I)
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Is the site suitable?	The site is Not suitable
Suitability Comments?	The site some constraints identified.
Planning Status	Potential new site

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway – at Reffley Lane.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would likely have a negative impact on the existing open space impact in terms of some loss and impact to the openness of the landscape.
Townscape		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes.
Biodiversity and Geodiversity		Development of the site would potentially have some impact to the existing woodland/grassland.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Open Space / Green Infrastructure		The development will likely have some impact on the loss of existing open space within a residential area. It is unlikely that any loss of open space could be mitigated elsewhere.
Transport and Roads		Potential impact on existing public rights of way. These should be protected by any development. Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		Residential and educational uses neighbour or adjoin land to the site.

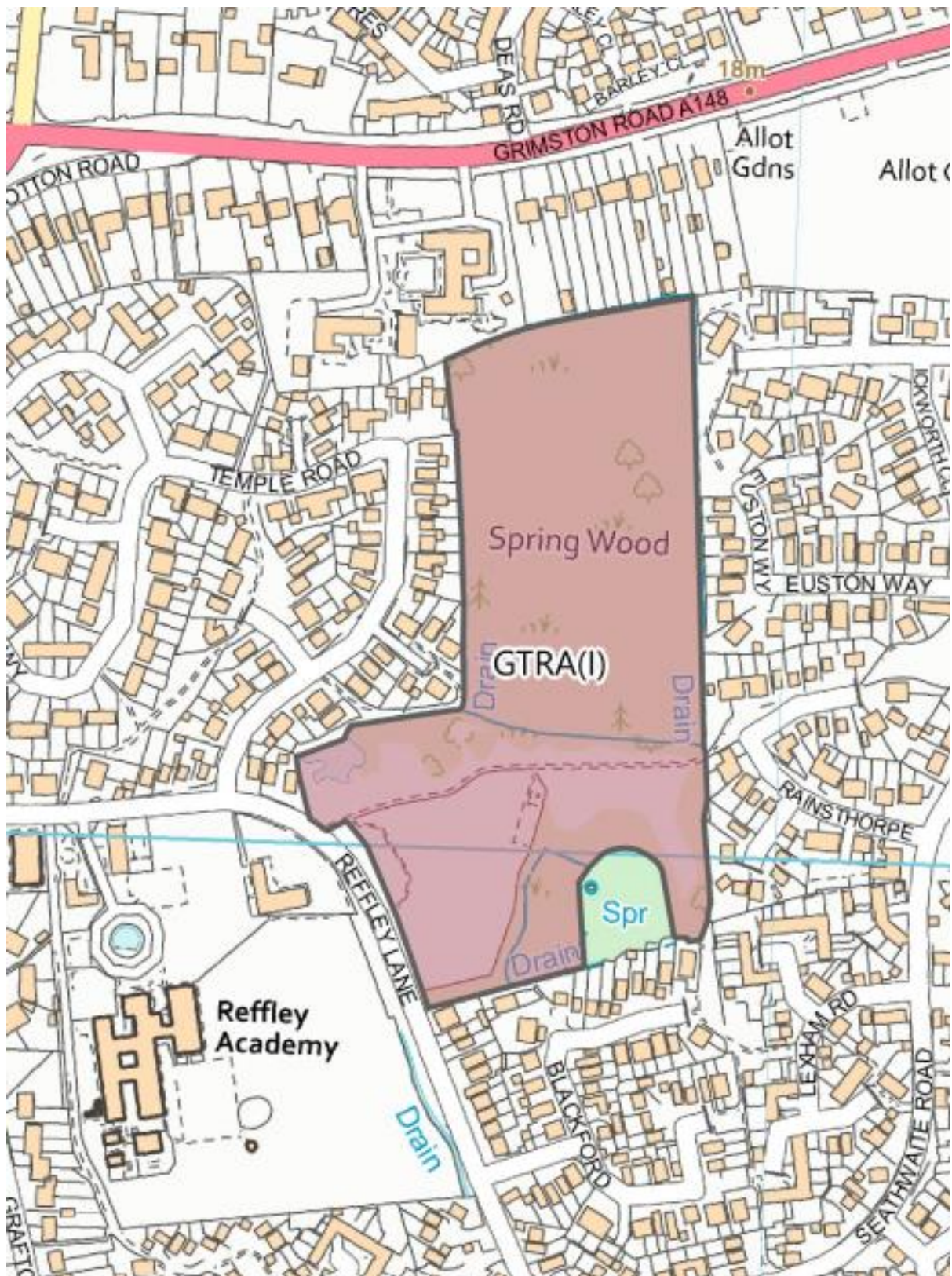


Availability Assessment	
Is the site available in the plan period?	No. Under long-term lease.
When is the site available?	From year 1
Is the site being marketed?	No.
Availability Comments, (including build out rate)	
Site Capacity	20+

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is not identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints. This includes a likely negative impact on existing open space, landscape and woodland. Due to the location and scale of the open space, it is unlikely that any suitable mitigation could be proposed to minimise any loss or impact on the open space.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Development is existent through adjacent development. Any impact on highways is thought to be limited.</p> <p>To conclude, the site is considered 'Not suitable' for development.</p>	



Site Name/Settlement	Land to the North of Church Road, Emneth Council Owned Land	Site Reference	GTRA(J)
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Is the site suitable?	The site is Not suitable
Suitability Comments?	The site some constraints identified.
Planning Status	Potential new site

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site does not likely have a current access on to an existing highway.
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1 (low risk).
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have a significant impact on townscape due to the introduction of backland development within a linear part of the settlement.
Biodiversity and Geodiversity		Development of the site would potentially have some impact to the existing greenfield land, hedgerows and grassland.
Historic Environment		Development of the site would have likely have a negative impact on the setting of a Grade II Listed Building (Chruch).
Open Space / Green Infrastructure		The development is not located on a designated open space.
Transport and Roads		Potential impact on existing public rights of way through the site. These should be protected by any development. Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with Neighbouring/ Adjoining Uses		Residential neighbouring and/ or adjoining land use constraints identified.

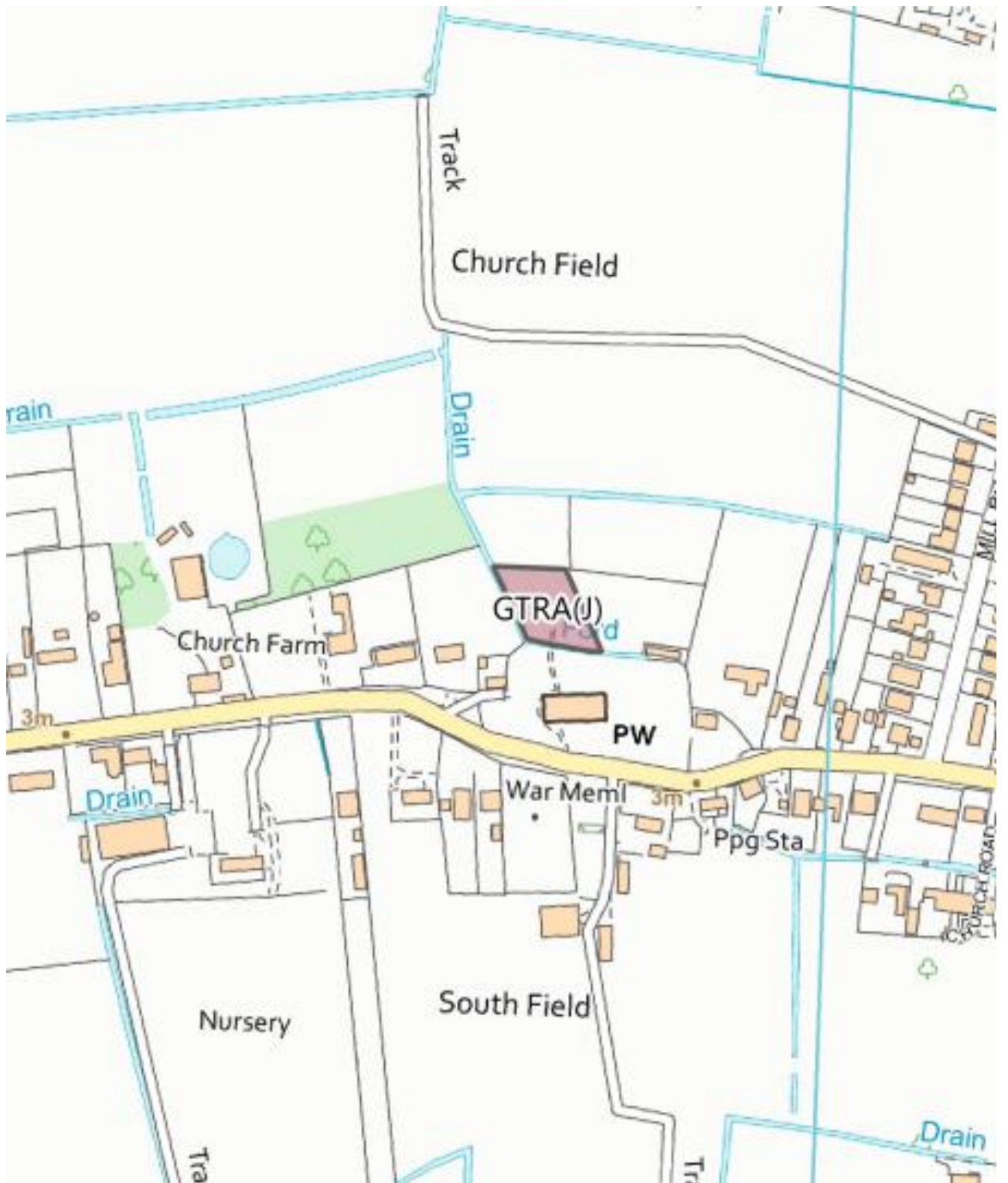
Availability Assessment	
Is the site available in the plan period?	Yes.
When is the site available?	From year 1
Is the site being marketed?	No.
Availability Comments, (including build out rate)	
Site Capacity	3+

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	There is not identified need for any additional pitches within the 5-years as identified within the GTAA 2023.

Trajectory	
Likely development period?	N/A

Conclusion	
<p>The site has some identified constraints. These include access and highway impact. In addition, the site is located within the setting of a Grade II Listed building and will likely have a negative impact to the historic and landscape character of the area.</p> <p>It is unclear how a safe and suitable access to and from the highway network can be achieved.</p> <p>To conclude, the site is considered 'Not suitable' for development.</p>	





Site Name/Settlement	Land next to the A10 West Winch Village	Site Reference	GTRA(K)
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Is the site suitable?	The site is Not suitable
Suitability Comments?	The site has some identified constraints that could be overcome through mitigation.
Planning Status	Potential new site

Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site has a current access on to an existing highway
Accessibility to Local Services and Facilities		Site is within walkable distance to one to three core services within 1200m.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		The development of this site is likely to lead to a significant impact on the character of the area. As a sensitive site, the design of any development needs to consider its context. Temporary or mobile accommodation may not contribute positively towards enhancing local character.
Biodiversity and Geodiversity		Development of the site would potentially have some impact to the existing greenfield land, hedgerows and grassland.
Historic Environment		Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		Highway is constrained by current capacity. Limit to development in the area until the WHHAR is developed.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Some neighbouring or adjoining land use constraints identified.
Availability Assessment		
Is the site available in the plan period?	Yes.	
When is the site	From year 1	



available?	
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	15+

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints such as its potential impact on local character and landscape. The site is however undeveloped, but has been identified in the Made West Winch Neighbourhood plan as a development area for the future extension to the village Centre.</p> <p>The highway constraints are concentrated around the capacity of existing infrastructure such as the A10. Along with the larger development allocation at West Winch, it is likely that the development of this site will not be achievable until the West Winch Relief Road is completed in 2027.</p> <p>In terms of Landscape and townscape the impact is considered potentially substantial due to this being an undeveloped area of land within the existing but form. New development will need to demonstrate how it will not lead to a negative impact on the wider character of the area.</p> <p>To conclude, the site is considered 'Not suitable' for development with some mitigation measures.</p>	



Borough Council of  
**King's Lynn &  
 West Norfolk**  
 Tel. 01553 616200

**GTRA(K)**



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 Ordnance Survey AC0000819234

11/12/2023

Site Name/Settlement	Land at Sandy Lane, Blackborough End	Site Reference	GTRA(L)
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Is the site suitable?	<b>The site Not suitable</b>
Suitability Comments?	The site has some significant constraints identified.
Planning Status	Potential new site

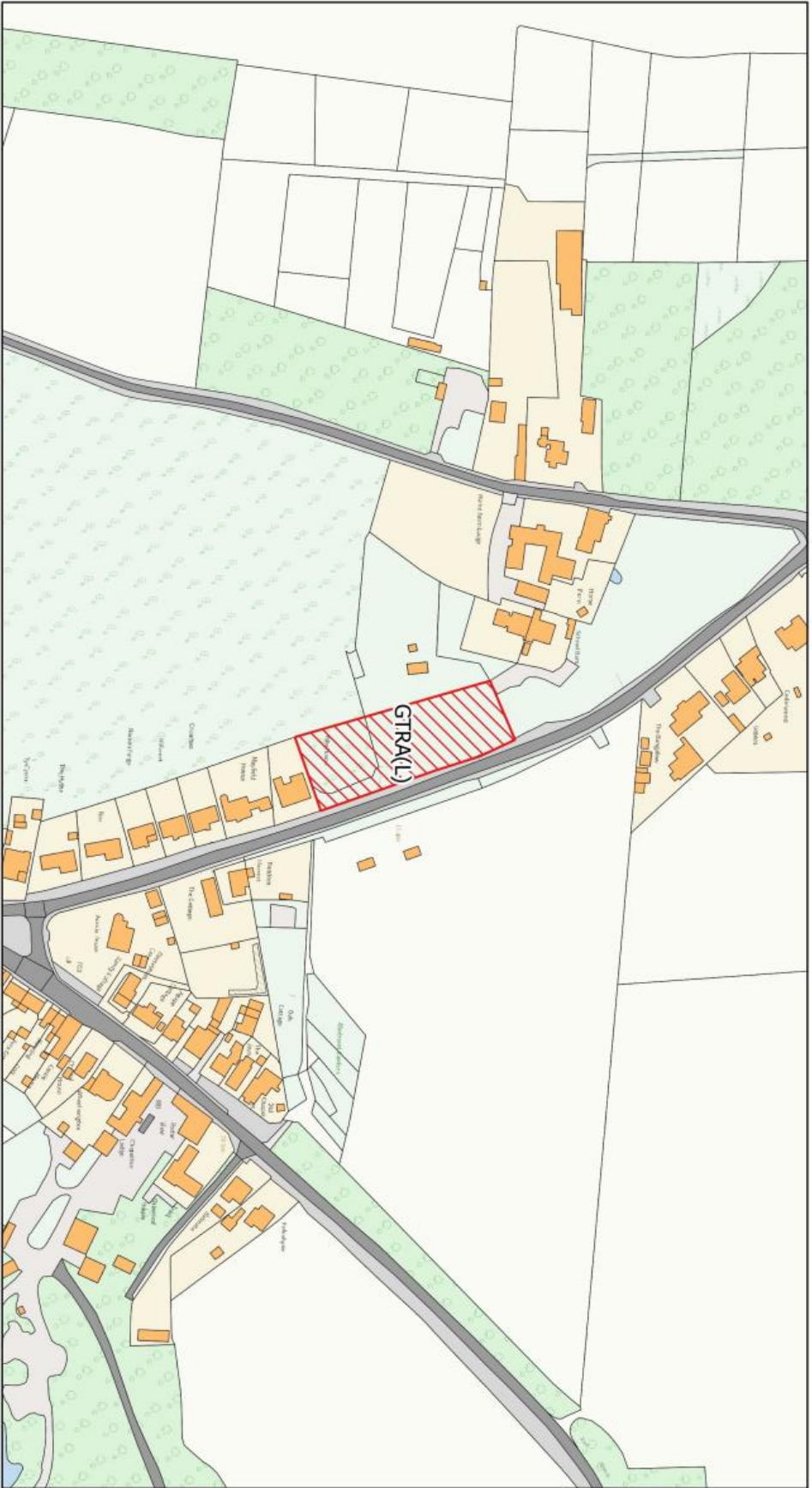
Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site could provide a suitable access to an existing highway
Accessibility to Local Services and Facilities		some core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have a significant impact on the character of the area due to the site being located on the edge of the village. The site is also large and its development for gypsy and traveller accommodation come overbear the built form of the existing settlement.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		The site is close to and within the setting of a heritage asset. Development within such close proximity should be complementary and make sure that it can mitigate against any negative impact(s). Uncertainty on whether such a development use can provide satisfactory mitigation.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		The road is narrow so only a small scale of development will likely be appropriate. Additional highway works is needed.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Some neighbouring or adjoining land use constraints identified. Nearby residential properties.
Availability Assessment		
Is the site available in the plan period?	Yes.	

When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	10+

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints such as its potential impact on local character and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is considered substantial due to this being an undeveloped area of land within the existing but form. New development will introduce backland development within a largely linear character and is likely to contribute negatively towards the existing character of this part of Blackborough End.</p> <p>To conclude, the site is considered 'Not suitable' for development with some mitigation measures.</p>	



**GTRAL(L)**



Site Name/Settlement	Land at Sandy Lane, Blackborough End	Site Reference	GTRA(M)
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Is the site suitable?	<b>The site Not suitable</b>
Suitability Comments?	The site has some significant constraints identified.
Planning Status	Potential new site

Suitability Assessment		
Constraint	Score	Comment
Access to Site	Yellow	Site could provide a suitable access to an existing highway
Accessibility to Local Services and Facilities	Yellow	some core services within 800m/10 minutes walking distance.
Utilities Capacity	Green	No concerns raised.
Utilities Infrastructure	Green	Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability	Green	No known issues. The site is unlikely to be contaminated.
Flood Risk	Green	The site is within Flood Zone 1.
Nationally and Locally Significant Landscapes	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape	Red	Development likely to have a significant impact on the character of the area due to the site being located on the edge of the village. The site is also large and its development for gypsy and traveller accommodation come overbear the built form of the existing settlement.
Biodiversity and Geodiversity	Green	Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment	Red	The site is close to and within the setting of a heritage asset. Development within such close proximity should be complementary and make sure that it can mitigate against any negative impact(s). Uncertainty on whether such a development use can provide satisfactory mitigation.
Open Space / Green Infrastructure	Green	No known issues. The site is not located on an identified open space.
Transport and Roads	Yellow	The road is narrow so only a small scale of development will likely be appropriate. Additional highway works is needed.
Coastal Change	Green	The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses	Yellow	Some neighbouring or adjoining land use constraints identified. Nearby residential properties.
Availability Assessment		

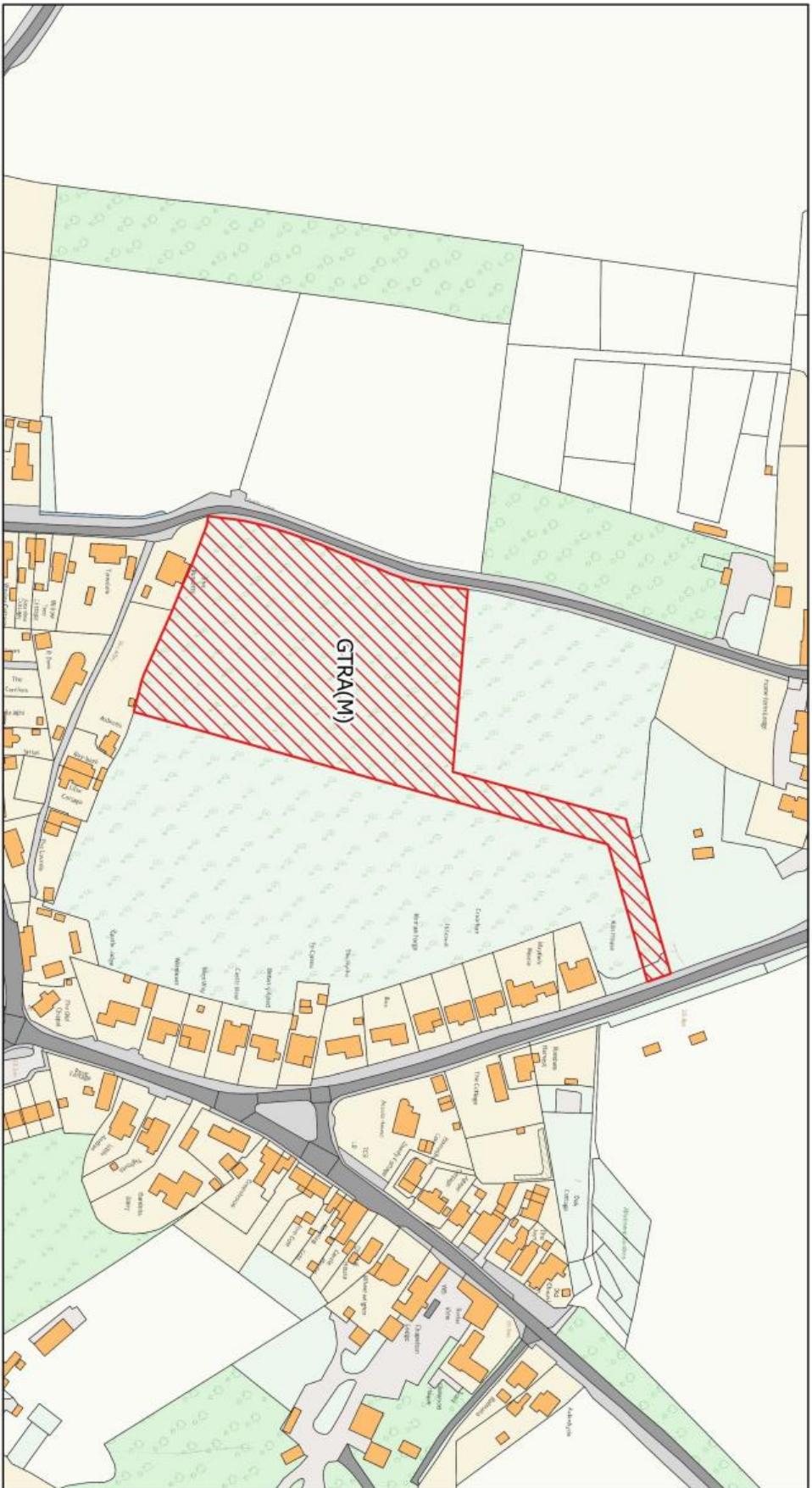


Is the site available in the plan period?	Yes.
When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	10+

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints such as its potential impact on local character and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is considered substantial due to this being an undeveloped area of land within the existing but form. New development will introduce backland development within a largely linear character and is likely to contribute negatively towards the existing character of this part of Blackborough End.</p> <p>To conclude, the site is considered 'Not suitable' for development with some mitigation measures.</p>	



**GTRAM(M)**

Site Name/Settlement	Land at Sandy Lane, Blackborough End	Site Reference	GTRA(N)
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Is the site suitable?	<b>The site Not suitable</b>
Suitability Comments?	The site has some significant constraints identified.
Planning Status	Potential new site

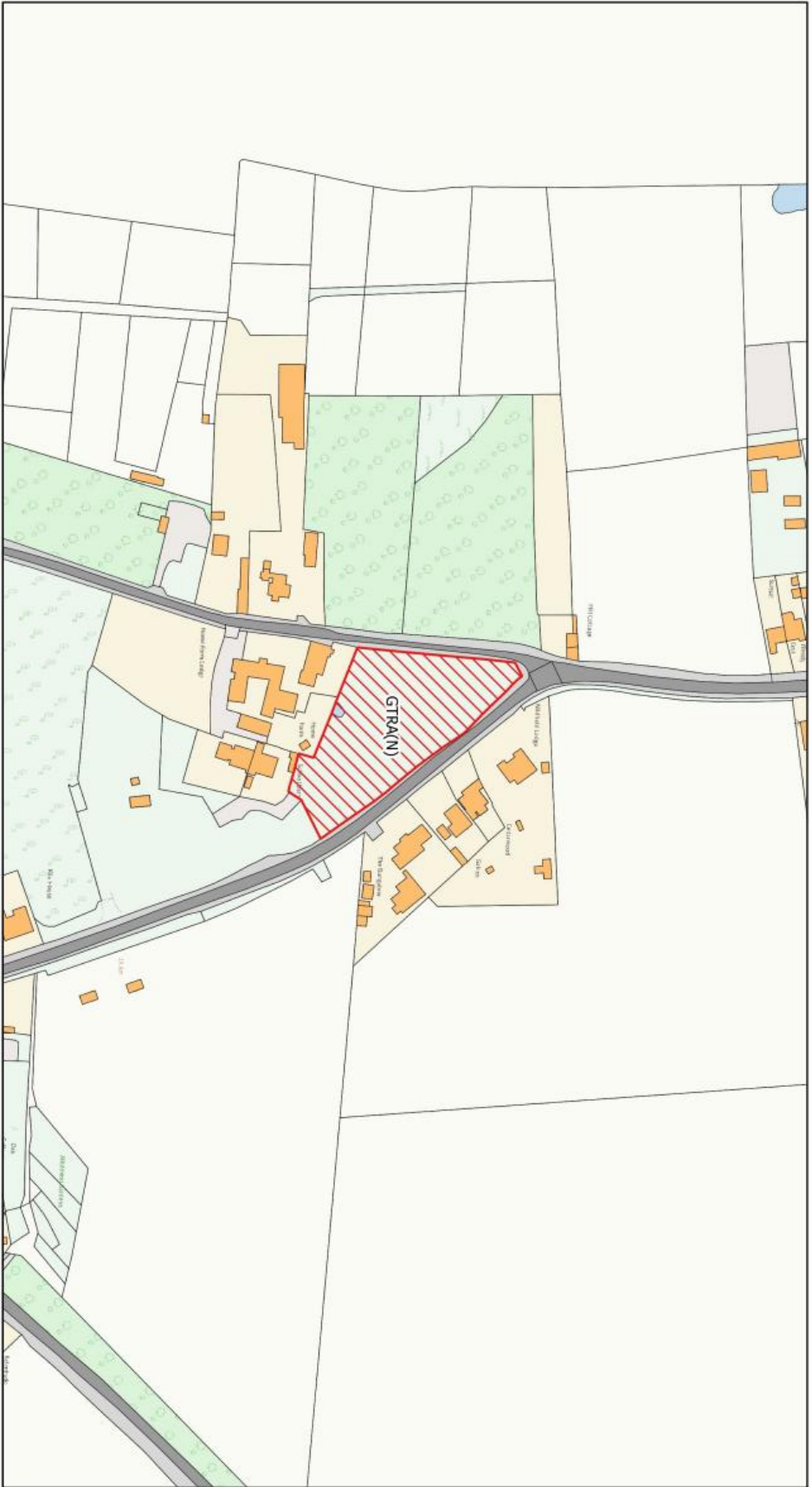
Suitability Assessment		
Constraint	Score	Comment
Access to Site		Site could provide a suitable access to an existing highway
Accessibility to Local Services and Facilities		Some core services within 800m/10 minutes walking distance.
Utilities Capacity		No concerns raised.
Utilities Infrastructure		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability		No known issues. The site is unlikely to be contaminated.
Flood Risk		The site is within Flood Zone 1.
Nationally and Locally Significant Landscapes		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape		Development likely to have a significant impact on the character of the area due to the site being located on the edge of the village. The site is also large and its development for gypsy and traveller accommodation come overbear the built form of the existing settlement.
Biodiversity and Geodiversity		Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment		The site is close to and within the setting of a heritage asset. Development within such close proximity should be complementary and make sure that it can mitigate against any negative impact(s). Uncertainty on whether such a development use can provide satisfactory mitigation.
Open Space / Green Infrastructure		No known issues. The site is not located on an identified open space.
Transport and Roads		The road is narrow so only a small scale of development will likely be appropriate. Additional highway works is needed.
Coastal Change		The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses		Some neighbouring or adjoining land use constraints identified. Nearby residential properties.
Availability Assessment		
Is the site available in the plan period?	Yes.	

When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	10+

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints such as its potential impact on local character and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.</p> <p>In terms of Landscape and townscape the impact is considered substantial due to this being an undeveloped area of land within the existing but form. New development will introduce backland development within a largely linear character and is likely to contribute negatively towards the existing character of this part of Blackborough End.</p> <p>To conclude, the site is considered 'Not suitable' for development with some mitigation measures.</p>	



**GTRAN(N)**

Site Name/Settlement	Land off New Road, Upwell	Site Reference	GTRA(0)
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Is the site suitable?	<b>The site Not suitable</b>
Suitability Comments?	The site has some significant constraints identified.
Planning Status	Potential new site

Suitability Assessment		
Constraint	Score	Comment
Access to Site	Yellow	Site has a current access on to an existing highway
Accessibility to Local Services and Facilities	Red	No core services within 800m/10 minutes walking distance.
Utilities Capacity	Green	No concerns raised.
Utilities Infrastructure	Green	Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
Contamination and Ground Stability	Green	No known issues. The site is unlikely to be contaminated.
Flood Risk	Yellow	The site is within Flood Zone 2.
Nationally and Locally Significant Landscapes	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
Townscape	Red	Development likely to have a significant impact on the character of the area due to the site being located on the edge of the village. The site is also large and its development for gypsy and traveller accommodation come overbear the built form of the existing settlement.
Biodiversity and Geodiversity	Green	Development of the site would not have a detrimental impact on any designated, protected species or habitat.
Historic Environment	Green	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
Open Space / Green Infrastructure	Green	No known issues. The site is not located on an identified open space.
Transport and Roads	Yellow	The road is narrow so only a small scale of development will likely be appropriate. Additional highway works is needed.
Coastal Change	Green	The site is not adjacent to a Coastal Flood Hazard Zone.
Compatibility with Neighbouring/ Adjoining Uses	Yellow	Some neighbouring or adjoining land use constraints identified. Nearby residential properties.
Availability Assessment		
Is the site available in the plan period?	Yes.	

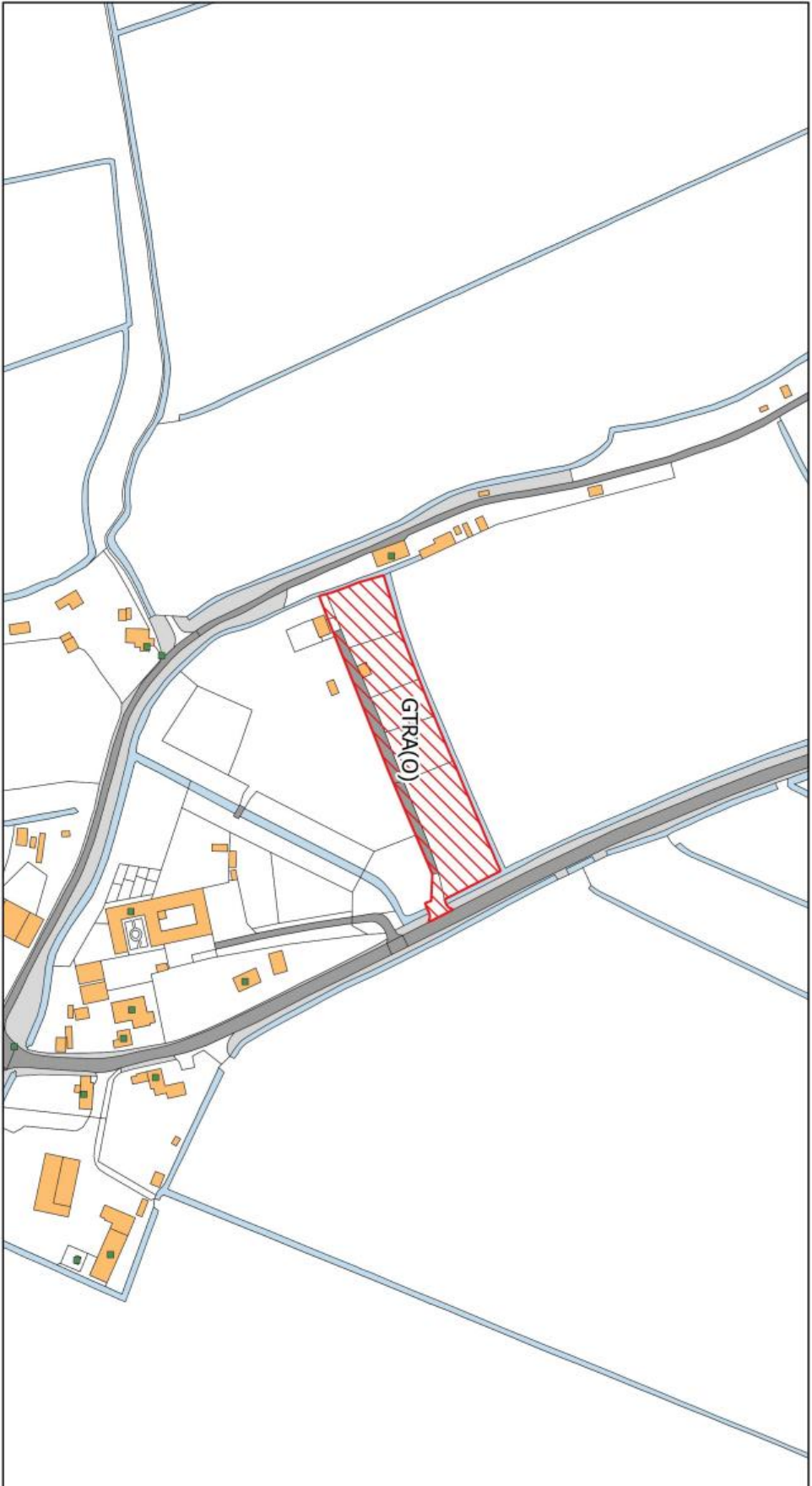


When is the site available?	From year 1
Is the site being marketed?	Unknown
Availability Comments, (including build out rate)	
Site Capacity	8+

Achievability (including Viability)	
Is the site achievable?	No
Achievability Comments	

Trajectory	
Likely development period?	n/a

Conclusion	
<p>The site has some identified constraints such as its potential impact on local character and landscape.</p> <p>The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network. The site is also within Flood Zone 2. No identified need had arisen from this particular site through the GTAA.</p> <p>In terms of Landscape and townscape the impact is considered substantial due to this being an undeveloped area of land within the existing but form. New development will introduce backland development within a largely linear character and is likely to contribute negatively towards the existing character of this part of Upwell.</p> <p>To conclude, the site is considered 'Not suitable' for development at this stage.</p>	



**GTRA(O)**

## 8. APPENDIX C: SITE ASSESSMENT METHODOLOGY CRITERIA

Access to Site		
<b>Red</b> No possibility of creating access to the site	<b>Amber</b> There are potential access constraints on the site, but these could be overcome through development	<b>Green</b> Access by all means is possible
<p>Access is an important consideration in determining the suitability of sites for development. Access is needed for both construction and occupation phases of a development.</p> <p>A site with no access or without the potential to provide suitable access cannot be considered suitable for development. The Highway Authority will be consulted to understand the access implications for sites.</p>		
<i>Exceptions: None</i>		

Accessibility to local services and facilities		
<b>Red</b> No core services within 800m/10 minutes walking distance of the site in town centres, 1,200m elsewhere and 2,000m for school access and employment or no ability to provide/ fund appropriate new core services.	<b>Amber</b> One to three core services within 800m/10 minutes walking distance of the site in town centres, 1,200m elsewhere and 2,000m for school access and employment	<b>Green</b> Four or more core services within 800m/10 minutes walking distance of the site in town centres, 1,200m elsewhere and 2,000m for school access and employment
<p>Accessibility of a site to local services and facilities by means other than the car – and the extent to which development might provide new services or enhance sustainable accessibility to existing ones – are important considerations in determining the suitability of a site for development. They will also have a bearing on market attractiveness, for example the proximity of a site to local schools. The Institute of Highways and Transportation recommend a distance of 800m in town centres and 1,200m elsewhere.. The CIHT also recommends that 2,000m is an acceptable walking distance for school access and employment. Within the HMA and across the districts there are many different townscapes and streetscapes across urban and rural areas and this should be reflected in the assessment. In assessing sites against this measure, accessibility to the following core services will be considered:</p> <ul style="list-style-type: none"> <li>• A primary school,</li> <li>• A secondary school</li> <li>• A local healthcare service (doctors' surgery),</li> <li>• Retail and service provision for day to day needs (district/local shopping centre, village shop);</li> <li>• Local employment opportunities (principally existing employment sites, but designated or proposed employment area in a local plan will also be considered),</li> <li>• A peak-time public transport service to/from a higher order settlement (peak time for the purposes of this criterion will be 7-9am and 4-6pm).</li> </ul>		
<i>Exceptions: None</i>		

Utilities Capacity		
<b>Red</b> No available utilities capacity and no potential for improvements.	<b>Amber</b> No available utilities capacity but potential for improvements to facilitate capacity.	<b>Green</b> Sufficient utilities capacity available.
The capacity of utilities including electricity, gas, and water supply together with the wastewater network and treatment facilities is critical to the development of a site. Utility providers will be consulted as part of this assessment to understand whether there are any capacity issues affecting sites.		
<i>Exceptions: None</i>		

Utilities Infrastructure		
<b>Red</b> N/a	<b>Amber</b> Utilities infrastructure present on the site that could affect the development potential.	<b>Green</b> No constraints from utilities infrastructure.
Some sites may have strategic utilities infrastructure passing across it (either under or over ground), for example, power lines, gas pipelines, water supply pipes, sewers or pumping stations. Whilst this does not provide an absolute constraint to development, it may limit the development potential of the site or involve additional costs which may affect the viability of the site. As with the capacity criteria, utility providers will be consulted as part of this assessment to understand whether there are any existing infrastructure issues affecting sites.		
<i>Exceptions: None</i>		

Contamination and ground stability		
<b>Red</b> N/a	<b>Amber</b> The site is potentially contaminated or has potential ground stability issues that could be mitigated.	<b>Green</b> The site is unlikely to be contaminated and has no known ground stability issues.
Many potential sites across each district suffer from levels of contamination, such as sites on former or existing industrial and commercial land. Others are affected by ground stability issues such as historic mineral working, quarrying or tunnelling. Some greenfield sites may also be contaminated due to previous ground works and infilling. Where suspected contamination or ground stability issues are identified they must be satisfactorily mitigated before the site can be considered for development. Neither contamination nor ground stability issues are likely to present an insurmountable constraint to development. However, where sites are contaminated or on unstable land the costs of development could increase which could affect the viability of the site. Existing information will be used to identify sites that are potentially, or known to be contaminated or affected by ground stability. Each LPA's Environmental Protection team will be consulted.		
<i>Exceptions: None</i>		



Flood Risk		
<p><b>Red</b> The site is within the functional flood plain (Zone 3b)</p>	<p><b>Amber</b> The site is within flood zones 2 or 3a (taking into account climate change) and/or is within an area at high, medium or low risk from surface water flooding.</p>	<p><b>Green</b> The site is at low risk of flooding (within Zone 1).</p>
<p>Flood Zones are defined by the Environment Agency and are present on the Environment Agency's flood map. Flood Zone 1 represents an area with less than a 0.1% chance of flooding (a 1 in 1000 year flood event). Flood Zone 2 and Flood Zone 3a represent areas with greater than a 0.1% and a 1% chance of flooding respectively (1 in 1000 year and 1 in 100 year flood events). The functional flood plain (Zone 3b) comprises land where water has to flow or be stored in times of flood.</p> <p>The Environment Agency Flood Zones only show flood risk as of the situation today. However, when planning for new development the risk over the lifetime of development needs to be considered taking into account the effects of climate change. Each LPAs Strategic Flood Risk Assessment identifies flood zones based on the lifetime of the development in certain areas. Where this information is available these flood zones will be used for the purpose of this assessment. The flood zones described above relate to fluvial and tidal flooding (flooding from rivers and the sea).</p> <p>Surface water flooding can also be an issue. The Environment Agency has published a surface water flood map for England which identifies areas of high, medium, low and very low surface water flood risk, together with information on velocity and depth. A low risk surface flooding event has a similar likelihood of occurring as flood zone 2 events of between 0.1% and 1% chance.</p> <p>King's Lynn and West Norfolk Borough Council have defined a Coastal Flood Risk Hazard Zone between Hunstanton and Dersingham in policy DM18 of the emerging Site Allocations and Development Management Policies Document (see also Coastal Change below). This indicates the area forecast to be affected by tidal flooding in the plan period as established in the Strategic Flood Risk Assessment, if relevant. Within this zone it is unlikely that permanent residential development will be suitable. However, some non-residential development may be appropriate where it supports local communities.</p> <p>Whilst flooding may not provide an absolute constraint to development, it may limit the development potential of the site or involve additional costs which may affect the viability of the site. Where sites are at risk from flooding their suitability will be based on the sequential test and exceptions test together with the potential for mitigation<sup>7</sup>.</p>		
<p><i>Exceptions: None</i></p>		

Coastal Change		
<b>Red</b> The site is for residential use and within the Coastal Change Management Area or Coastal Flood Hazard Zone.	<b>Amber</b> The site is for non-residential use and within the Coastal Change Management Area or Coastal Flood Hazard Zone or for any use and located adjacent to a Coastal Change Management Area or Coastal Flood Hazard Zone.	<b>Green</b> The site is not adjacent to a Coastal Change Management Area or Coastal Flood Hazard Zone.
<p>The Coastal Change Management Areas within Great Yarmouth Borough Council and North Norfolk District Council are identified in policies CS13 and EN11 in the respective Local Plans for those authorities. In addition, King's Lynn and West Norfolk Borough Council have defined a Coastal Flood Risk Hazard Zone between Hunstanton and Dersingham in policy DM18 of the emerging Site Allocations and Development Management Policies Document (see above). Each of these policies indicates the area forecast to be affected by coastal erosion and/or tidal flooding in the plan period as established in the corresponding Shoreline Management Plans and Strategic Flood Risk Assessments, if relevant. Within these areas it is unlikely that permanent residential development will be suitable. However, some non-residential development may be appropriate where it supports local communities.<sup>8</sup></p>		
<p><i>Exceptions: In both the Broads Authority area and North Norfolk District Council's area there are areas designated as 'Undeveloped Coast'. Sites put forward in these locations will score a red against these criteria.</i></p>		

Nationally and Locally Significant Landscapes		
<b>Red</b> Development of the site would have a detrimental impact on sensitive or other landscapes which cannot be mitigated. <sup>9</sup>	<b>Amber</b> Development of the site would have a detrimental impact on sensitive or other landscapes which could be mitigated.	<b>Green</b> Development of the site would have either a neutral or positive impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting.
<p>Sensitive landscapes include</p> <ul style="list-style-type: none"> <li>• areas within and adjacent to National Parks, the Broads and Areas of Outstanding Natural</li> </ul>		

<p>Beauty , .</p> <p>They also include land within and adjacent to the Broads which has equivalent status to a National Park and benefits from the highest status of protection in relation to landscape and scenic beauty. Other considerations include the potential loss of protected trees on the amenity of the area and the impacts on the setting of the Norfolk Coast AONB</p> <p>Other landscapes include Strategic Gaps (or equivalent) and or areas identified as particularly sensitive in Landscape Character Assessments.</p>
<p><i>Exceptions: None</i></p>



Townscape		
<b>Red</b> Development of the site would have a detrimental impact on townscapes which cannot be mitigated. <sup>10</sup>	<b>Amber</b> Development of the site would have a detrimental impact on townscapes which could be mitigated.	<b>Green</b> Development of the site would have either a neutral or positive impact, but importantly not have a detrimental impact, on townscapes.
Sensitive townscapes include those areas within and adjacent to National Parks, the Broads and Areas of Outstanding Natural Beauty and include Conservation Areas where up to date appraisals have indicated a high level of townscape significance, where development may affect particular concentrations of listed or locally listed buildings with collective townscape value and any other areas identified as particularly sensitive in Local Plans, local townscape appraisals or historic character studies.		
Other considerations include the potential loss of protected trees on the amenity of the area.		
<i>Exceptions: None</i>		

Biodiversity and Geodiversity		
<b>Red</b> Development of the site would have a detrimental impact on designated sites, protected species or ecological networks which cannot be reasonably mitigated or compensated as appropriate.	<b>Amber</b> Development of the site may have a detrimental impact on a designated site, protected species or ecological network but the impact could be reasonably mitigated or compensated.	<b>Green</b> Development of the site would not have a detrimental impact on any designated site, protected species or ecological networks.
Designated sites are those with national or international protection, namely: <ul style="list-style-type: none"> <li>• Special Areas of Conservation (including possible Special Areas of Conservation)</li> <li>• Special Protection Areas (including potential Special Protection Areas)</li> <li>• Ramsar sites (including proposed Ramsar sites)</li> <li>• Sites of Specific Scientific Interest</li> <li>• National Nature Reserves</li> <li>• Ancient Woodland</li> </ul> and those with regional or local protection, namely: <ul style="list-style-type: none"> <li>• Regionally Important Geological Sites</li> <li>• Local Nature Reserves</li> <li>• County Wildlife Sites</li> </ul>		

- County Geodiversity Sites
- Roadside Nature Reserves
- Priority habitats, veteran trees, ecological networks;
- Priority and/or legally protected species populations.

Sites with national or international protection will have already been excluded from the assessment. However, other sites in close proximity or with links to these sites may still result in a detrimental impact which cannot be mitigated and therefore need to be classified as a red impact. Where mitigation is possible, these sites could be assessed as an amber impact. Compensatory provision is not an option for the top three designations as compensatory measures are only appropriate where an overriding national need for development has been demonstrated.

Sites which could have a detrimental impact on the other designated sites listed above will be regarded as a red impact if mitigation or compensatory provision cannot be provided. Where mitigation or compensatory provision can be provided sites will be assessed as having an amber impact.<sup>11</sup>

Priority habitats and species are those listed under Section 41 of the Natural Environment and Rural Communities Act, 2006 and UK Biodiversity Action Plan (UK BAP).

Ecological networks are coherent systems of natural habitats organised across whole landscapes so as to maintain ecological functions. A key principle is to maintain connectivity - to enable free movement and dispersal of wildlife e.g. badger routes, river corridors for the migration of fish and staging posts for migratory birds).

Natural England, Norfolk County Council, Norfolk Wildlife Trust and in-house ecologists where possible will be consulted on sites to test their suitability against impacts on biodiversity and geodiversity.

*Exceptions: None*

Historic Environment		
<b>Red</b> Development of the site would cause substantial harm to a designated or non-designated heritage asset or the setting of a designated or non-designated heritage asset which cannot be reasonably mitigated. <sup>12</sup>	<b>Amber</b> Development of the site could have a detrimental impact on a designated or non-designated heritage asset or the setting of a designated or non-designated heritage asset, but the impact could be reasonably mitigated.	<b>Green</b> Development of the site would have either a neutral or positive impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
Heritage Assets are buildings, monuments, sites, landscapes and places identified as having a degree of significance meriting consideration in planning decisions because of their heritage interest. Designated heritage assets include: <ul style="list-style-type: none"> <li>• Listed Buildings (grade I, grade II* and grade II)</li> <li>• Registered Parks and Gardens</li> <li>• Scheduled Ancient Monuments</li> <li>• Conservation Areas</li> </ul>		

Non-designated Heritage Assets can include locally listed buildings, non-registered parks or gardens sites with archaeological potential and sites identified as having local heritage significance in the Norfolk Historic Environment Record (HER).<sup>13</sup>

Historic England, Norfolk County Council and each LPAs Conservation Officer will be consulted on sites to test their suitability against impacts on the historic environment.

*Exceptions: None*

Open Space / Green Infrastructure		
<b>Red</b> Development of the site would result in a loss of open space which is either not surplus to requirements or could not be replaced locally.	<b>Amber</b> Development of the site would result in a loss of open space which is surplus to requirements or could be replaced locally.	<b>Green</b> Development of the site would not result in the loss of any open space.
<p>Open space is any area of open space with public value. This includes play space, amenity space, playing fields, sports pitches, sports facilities, semi-natural space, parks, green corridors/infrastructure and land designated as Local Green Space. It also includes areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as visual amenity.</p> <p>Sites for development on open spaces will only be suitable if the open space is surplus to requirements or the open space can be replaced by a better or equivalent open space in terms of size and quality.<sup>14</sup></p> <p><i>Exceptions: None</i></p>		

Transport and Roads		
<b>Red</b> Development of the site would have an unacceptable impact on the functioning of trunk roads and/or local roads that cannot be reasonably mitigated.	<b>Amber</b> Any potential impact on the functioning of trunk roads and/or local roads could be reasonably mitigated.	<b>Green</b> Development of the site will not have a detrimental impact on the functioning of trunk roads and/or local roads.
<p>The Highway Authority and Highways England will be consulted to ascertain any potential impacts on the functioning of trunk roads and local roads. In assessing impacts, consideration will be given to the following:</p> <ul style="list-style-type: none"> <li>• Accessibility to public transport and key services and facilities and employment opportunities for sites being considered for residential use;</li> <li>• Accessibility to public transport and housing and other facilities for sites being considered for non-residential use;</li> <li>• Development potential and associated traffic generation, and;</li> <li>• Existing traffic conditions and capacity of local junctions.</li> </ul> <p><i>Exceptions: None</i></p>		

Compatibility with Neighbouring/Adjoining Uses		
<b>Red</b> Neighbouring/adjoining uses to the proposed site would be incompatible with the proposed development type with no scope for mitigation.	<b>Amber</b> Development of the site could have issues of compatibility with neighbouring/adjoining uses; however, these could be reasonably mitigated.	<b>Green</b> Development would be compatible with existing and/or adjoining uses.
<p>New development should be compatible with its surrounding land uses and adjoin infrastructure. If existing neighbouring/adjoining land uses or potential future land uses (i.e. from other neighbouring sites being considered in the assessment) would create amenity issues for current or future residents or occupiers such as noise, odour or light pollution which cannot be mitigated then the site should be considered unsuitable for development. Sensitive design may lessen the impact of amenity issues and in some cases may still allow a site to be used for a conflicting use.</p> <p>For sites adjacent to the Broads consideration will need to be given to the potential impact on the tranquillity of the Broads which is a special quality of the area.</p> <p>In assessing the suitability of sites, account will be taken of standing advice from statutory undertakers and infrastructure providers with regard to maintaining appropriate separation between new development and existing infrastructure installations.</p> <p><i>Exceptions: None</i></p>		