

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



Cabinet

Agenda

Thursday, 11th April, 2024
at 6.00 pm

in the

Council Chamber
Town Hall
Saturday Market Place
King's Lynn

Also available to view on Zoom and available for the public to view on [WestNorfolkBC on You Tube](#)



King's Court, Chapel Street, King's Lynn, Norfolk, PE30 1EX
Telephone: 01553 616200

CABINET AGENDA

DATE: CABINET - THURSDAY, 11TH APRIL, 2024

VENUE: COUNCIL CHAMBER, TOWN HALL, SATURDAY
MARKET PLACE, KING'S LYNN PE30 5DQ

TIME: 6.00 pm

As required by Regulations 5 (4) and (5) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 - No Items will be considered in private.

1. APOLOGIES

To receive apologies for absence.

2. URGENT BUSINESS

To consider any business, which by reason of special circumstances, the Chair proposes to accept, under Section 100(b)(4)(b) of the Local Government Act 1972.

3. DECLARATIONS OF INTEREST (Page 5)

Please indicate if there are any interests which should be declared. A declaration of an interest should indicate the nature of the interest (if not already declared on the Register of Interests) and the agenda item to which it relates. If a disclosable pecuniary interest is declared, the member should withdraw from the room whilst the matter is discussed.

These declarations apply to all Members present, whether the Member is part of the meeting, attending to speak as a local Member on an item or simply observing the meeting from the public seating area.

4. CHAIR'S CORRESPONDENCE

To receive any Chair's correspondence.

5. MEMBERS PRESENT UNDER STANDING ORDER 34

To note the names of any Councillors who wish to address the meeting under Standing Order 34.

Members wishing to speak pursuant to Standing Order 34 should inform the Chair of their intention to do so and on what items they wish to be heard before a decision on that item is taken.

6. CALLED IN MATTERS

To report on any Cabinet Decisions called in.

7. MATTERS REFERRED TO CABINET FROM OTHER BODIES

To receive any comments and recommendations from other Council bodies which meet after the dispatch of this agenda.

Environment and Community Panel – 9 April 2024

8. LOCAL PLAN - GYPSY AND TRAVELLERS AND TRAVELLING SHOWPEOPLE PROPOSED SITES AND POLICY CONSULTATION (Pages 6 - 336)

To: Members of the Cabinet

Councillors B Anota, A Beales, M de Whalley, J Moriarty (Vice-Chair),
C Morley, T Parish (Chair), S Ring, J Rust and S Squire

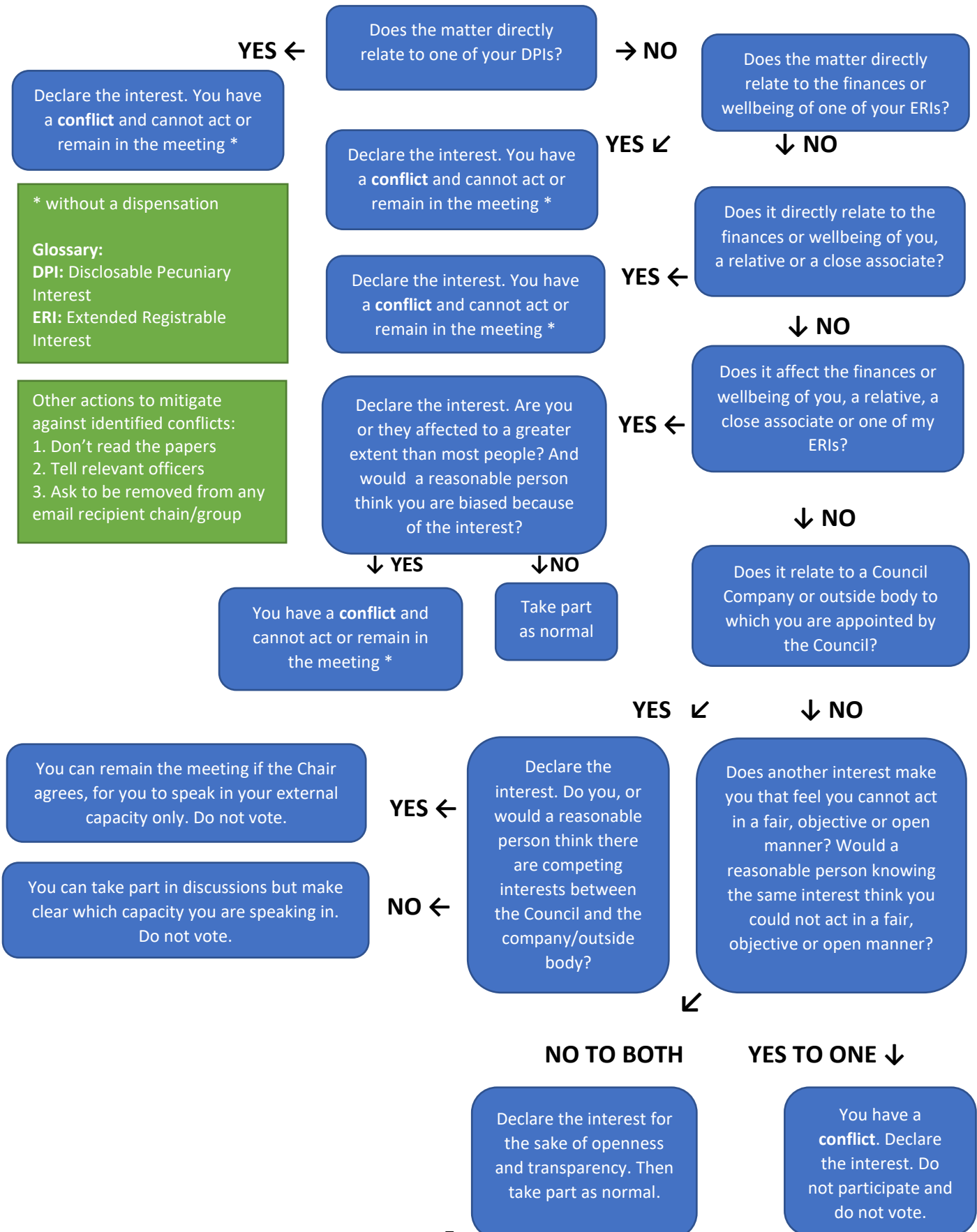
For Further information, please contact:

Sam Winter, Democratic Services Manager 01553 616327
Borough Council of King's Lynn & West Norfolk
King's Court, Chapel Street
King's Lynn PE30 1EX

DECLARING AN INTEREST AND MANAGING ANY CONFLICTS FLOWCHART



START



Declare the interest. You have a **conflict** and cannot act or remain in the meeting *

* without a dispensation

Glossary:

DPI: Disclosable Pecuniary Interest

ERI: Extended Registrable Interest

Other actions to mitigate against identified conflicts:

1. Don't read the papers
2. Tell relevant officers
3. Ask to be removed from any email recipient chain/group

REPORT TO CABINET

| | | | | |
|--|---|--|---|--|
| Open/Exempt | | Would any decisions proposed: | | |
| Any especially affected Wards Emneth with Outwell Methwold Wiggshall South Creake Upwell, Outwell and Delph Walsoken, West Walton and Walpole | Mandatory/ | Be entirely within Cabinet's powers to decide | NO | |
| | Discretionary/ | Need to be recommendations to Council | YES | |
| | Operational | Is it a Key Decision | YES | |
| Lead Member: <i>cllr.James.Moriarty@West-Norfolk.gov.uk</i> | | Other Cabinet Members consulted: Cllr Terry Parish and other cabinet members | | |
| | | Other Members consulted: Council briefing on 21/3/24 | | |
| Lead Officer: Stuart Ashworth <i>Stuart.ashworth@west-norfolk.gov.uk</i> | | Other Officers consulted: Planning policy team, Development Management Team, Strategic Housing Team, Planning Enforcement | | |
| Financial Implications YES/NO | Policy/Personnel Implications YES/NO | Statutory Implications YES/NO | Equal Impact Assessment YES/NO If YES: Pre-screening/ Full Assessment | Risk Management Implications YES/NO |
| If not for publication, the paragraph(s) of Schedule 12A of the 1972 Local Government Act considered to justify that is (are) paragraph(s) . | | | | |

Date of meeting: 11th April 2024

LOCAL PLAN – GYPSY AND TRAVELLERS AND TRAVELLING SHOWPEOPLE PROPOSED SITES AND POLICY CONSULTATION

Summary

As part of the Local Plan process, the Council has previously produced a draft consultation document on proposed locations to meet the accommodation needs of Gypsies and Travellers, and Travelling Showpeople in the Borough. This was subject to a public consultation period between the 26th January and the 8th March 2024. It incorporated the list of existing sites across the Borough, and was predominantly made up of extensions to many of those sites. The consultation also included the methodology used for individual site assessments, those sites that are potential areas to accommodate the identified needs, and planning policies to manage such developments over the plan period to 2039. This formed the first part of the consultation process for the Gypsy and Traveller part of the Local Plan process.

The consultation period was successful in that over 150 responses were received. This information has helped the Planning Policy Team in refining the

policy and proposals, and in making further recommendations to Council regarding proposed allocations for Gypsy and Traveller and Travelling Showpeople provision, required for the Local Plan to progress.

This report to Cabinet seeks authority to proceed with a further and final period of consultation on those proposed (allocated) sites for Gypsy and Traveller use. The consultation documents will identify the changes made since the previous consultation earlier this year. This additional period of consultation will run for a 6-week period, with any comments received submitted to the Inspectors in July 2024 for their consideration at the Gypsy and Travellers and Travelling Showpeople specific Local Plan Examination hearings in early September 2024.

Recommended that:

1. Cabinet endorses the revised Gypsy, Travellers and Travelling Showpeople Proposed Sites and Policy document, the Gypsy and Traveller Site Assessment Document, the associated Strategic Flood Risk Assessment and the Sustainability Appraisal and Habitat Regulations Assessment, for consultation, for a period of 6 weeks from the 10th May until the 21st June 2024.
2. That delegated authority be granted to the Portfolio Holder for Development and Regeneration, and the Assistant Director – Environment & Planning, to include minor amendments as required to the consultation document prior to consultation starting from the 10th May.

Reason for Decision

The Borough Council should allocate enough land to meet the accommodation needs for Gypsies, Travellers and Travelling Showpeople within the first five years of the Plan period to 2027, in accordance with National Planning Policy.

Cabinet approval is being sought to publish those proposed site allocations for consultation. It is also seeking authority to make minor amendments to the consultation document as necessary for clarity ahead of the final formal consultation period. Full Council will also need to endorse the final proposed site-specific allocations and policies for submission to the Planning Inspectors as part of the ongoing Local Plan Examination.

1. Background

1.1 In January 2023, the Council commissioned a Gypsy and Traveller Accommodation Assessment (GTAA) to support the examination of the emerging Local Plan. This study provides the evidence on the accommodation need for Gypsies, Travellers and Travelling Showpeople that we will plan for until 2039.

1.2 The GTAA is an essential requirement of the Local Plan, and need must be met as part of the Local Plan process. National guidance on this is

provided in the Government's planning policy for traveller sites (PPTS) revised December 2023.

1.3 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 needs for households that meet the planning definition of Gypsy and Travellers and Travelling Showpeople as required by National Planning Policy; it also covers households who do not and households that are undetermined. Those household needs that do not meet the definition or are undetermined will be managed in accordance with proposed policies in the consultation document and other Local Plan policies under examination.

1.4 The GTAA identified a need for 102 pitches over the plan period, but importantly 76 of these were identified to be provided within the first 5 years of the plan. It should be noted that the PPTS states that there is a requirement to identify and update annually a supply of specific deliverable sites sufficient to provide 5 years' worth of sites, so it is particularly important that this need is met early within the plan period.

1.5 Since the publication of the GTAA last June, three appeal decisions and a number of planning approvals for Gypsy and Traveller provision 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. This figure could also change further with pending applications and appeals in the system. Provision for Travelling Showpeople remains the same.

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 |

Travelling Showpeople Accommodation Requirements to 2039

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

1.6 In response to the GTAA requirements, when assessing potential sites, site-specific constraints such as access issues, access to local services

and flood risk have been assessed. The assessment of sites has then identified whether sites are available, suitable and deliverable for further development, through the Gypsy and Traveller Site Assessment Document.

- 1.7 The Council believes that where existing sites have a direct opportunity to meet these localised accommodation needs, then priority should be made to accommodate this on existing sites, subject to any constraints being satisfactorily overcome.
- 1.8 In cases where there is little likelihood that constraints can be suitably mitigated, then a planning judgement has been made on whether the need for Gypsy and Traveller provision outweighs those constraints, or those sites have been removed from any further consideration.
- 1.9 The policies in the consultation document identify the final list of sites and yards that have the potential to accommodate the required need. In most cases, the need will be accommodated on existing and established sites with only a small number being delivered on new sites.
- 1.10 Proposed revised Policy A provides a framework to assess any future planning proposals for Gypsies, Travellers and Travelling Showpeople who meet the planning definition in National Planning Policy. Policy B provides a framework for those Gypsy, Travellers and Travelling Showpeople who do not meet the planning definition in National Planning Policy. In addition, there is further set of site-specific policies that are included for those new sites or where existing sites are proposed to have an extension. No site-specific policy is needed for those sites where only intensification is planned as these will be assessed against the criteria-based Policy which is also subject to this consultation.
- 1.11 The full document is available (together with the supporting material) at the Council's Local Plan Examination page of the website. The documents include:
 - The Proposed Site Allocations for Gypsy, Traveller and Travelling Show people Accommodation 2024; (and supplementary Technical Note);
 - Consultation Response Table;
 - The Gypsy and Traveller Site Assessments 2024;
 - Gypsy and Traveller Consultation Statement;
 - The Sustainability Appraisal and Habitat Regulations Assessment 2024; and
 - The Sequential Test and Strategic Flood Risk Assessment 2024.

2.0 Results of the previous consultation

2.1 There were over 130 individual representations from both the public and statutory consultees to the previous consultation between January and March. The main issues identified included:

- Impact on highway capacity and safety.
- Impact on the local landscape and the character of the area concerned.
- Impact on local heritage assets.
- Increase in flooding and drainage issues.
- Impact to the local environment and wildlife.
- The remote location of the proposed sites.
- Lack of social and physical infrastructure to support the increase in people.
- Previous planning decisions.

2.2 It should be noted that the vast majority of the responses related to potential new sites at West Dereham and Blackborough End, Middleton. Both of these sites have not been put forward as potential allocations within the list of proposed final sites.

2.3 The responses to the consultation have assisted the Planning Policy Team in making the following changes to the documents:

- Update the Gypsy and Traveller Site Assessment Report where appropriate.
- Remove sites GT67, GTRA(B), GT42, GT43, GTRA(C), GT35, GT37, GT38, F3.1 from further consideration either due to planning decisions since the previous consultation or through information received from the consultation.
- Include sites GT29 and GT65 into the next round of consultation due to accommodation needs arising from these sites and these now being made available for consideration.
- Distinguish between the sites being safeguarded from those sites being allocated within the consultation document.
- Revise existing proposed planning policies and include new planning policies for sites where appropriate.
- Update the Strategic Flood Risk Assessment in response to the consultation feedback, where appropriate.
- Update the Sustainability Appraisal in response to the consultation feedback, where appropriate.
- Produce a Habitat Regulations Assessment in accordance with National Planning Policy.

2.4 All responses have been used to help inform the Consultation documents for the forthcoming proposed consultation in May.

3.0. Consultation process

3.1 The main elements of this proposed consultation process are intended to be:

| | |
|--|---|
| Web version of the Local Plan Review document with ability to enter comments against particular paragraphs or policies | Using our 'Objective' consultation system to enable easy entry of comments and subsequent analysis |
| E-mail notification of consultees; parish and town councils; other interested parties – parties who were consulted for the recent Consultation on additional evidence base documents (September/ October 2023) and any other parties that have subsequently expressed an interest in the ongoing Local Plan process | Wide notification of the fact that the LPR is at consultation and response / clarification opportunities. |
| Libraries | Hard copies of the reports will be made available at the following locations: Gaywood Library Kings Lynn Library Dersingham Library Downham Market Library Wisbech Library Hunstanton Library |
| Council Offices | Hard copies of the reports will be made available at the Council Offices at Kings Court, Kings Lynn |

2.2 In terms of timescale we would aim to start the consultation from the 10th May and finish on the 21st June 2024 (6 weeks). Responses would then be forwarded to the Inspectors ahead of the reconvened Examination Hearing on the 3-4 September 2024.

4. Options Considered

4.1 **Option 1** - Do not undertake the consultation on Gypsy and Traveller sites This is essential work that must be carried out to help deliver the Local Plan, to finish the Local Plan Examination Hearings, to enable the plan to progress ultimately to adoption in early 2025.

Therefore, not undertaking the work is not considered to be a realistic option.

4.2 **Option 2** – Carry out the consultation on Gypsy and Traveller sites to ensure this element and ultimately the Local Plan can be completed. This is clearly the preferred and only realistic option. The Sustainability Appraisal

supporting the proposals considers several “reasonable alternative” options considered as part of the strategy to accommodate the need for Gypsy and Travellers. These include:

- Provide the need on existing authorised sites; and/ or
- Provide the need on existing authorised sites and authorise those suitable pitches that are currently unauthorised or tolerated; and/ or
- Provide new sites to accommodate the need and/ or
- Provide the need through a combination of the above mechanisms.

All of these potential options have been subject to the previous potential sites and policy consultation between January and March 2024.

It is considered to continue with this strategy, although with some notable alterations (described in section 2 above), following the first round of consultation.

5. Policy Implications

5.1 If the Council does not adequately address the accommodation needs for our communities, then it is likely to lead to issues with the Local Plan during the examination on Gypsy and Traveller provision scheduled for September 2024. This could then lead to a delay in adopting the Local Plan and would leave the Borough vulnerable to unwanted or speculative development proposals, potentially granted through the planning appeals process.

6. Financial Implications

6.1 None specifically.

7. Personnel Implications

7.1 None specifically.

8. Statutory Considerations

8.1 The Town and Country Planning (Local Planning) (England) Regulations 2012 Regulation 18 outlines the requirements for the consultation etc.

8.2 The wider plan preparation process is covered in the Regulations, and practice guidance from Government, including that of Duty to Cooperate. Plan-making is covered by the following primary legislation:

- 1990 Town and Country Planning Act (as amended);
- 2004 Planning and Compulsory Purchase Act (as amended);
- 2011 Localism Act (as amended);
- 2023 Levelling Up and Regeneration Act (to be implemented during 2024).

9. Equality Impact Assessment (EIA)

9.1 A full EIA is attached.

10. Risk Management Implications

10.1 The Council has a duty under the Housing Act 2004 and the Equality Act 2010 to provide a sufficient supply of homes to accommodate all housing needs in the borough through the Local Plan. This includes the provision for Gypsies and Travellers. If the Council fails to meet these needs, then it could have negative implications for the progression of the Local Plan through its Examination and likely lead to speculative developments and unauthorised Gypsy and Traveller encampments around the Borough.

11. Declarations of Interest / Dispensations Granted

10.1. None

12. Background Papers

(Definition: Unpublished work relied on to a material extent in preparing the report that disclose facts or matters on which the report or an important part of the report is based. A copy of all background papers must be supplied to Democratic Services with the report for publishing with the agenda)

| | |
|--|---|
| | Planning Policy examination web page: Local Plan Review (2016-2036) examination Local Plan Review (2016-2036) examination Borough Council of King's Lynn & West Norfolk (west-norfolk.gov.uk) |
| Gypsy and Traveller Potential Sites and Policy Consultation Document | Report to be made available before Cabinet. |
| Gypsy and Traveller Site Assessments | Report to be made available before cabinet. |
| Gypsy and Traveller Consultation Statement | Report to be made available before cabinet. |
| Gypsy and Traveller Sustainability Appraisal and Habitat Regulation Assessment (External Report) | Report to be made available for the consultation on the 10 th May 2024. |
| Gypsy and Traveller Strategic Flood Risk Assessment (Level 2) (External Report) | Report to be made available for the consultation on the 10 th May 2024. |



Pre-Screening Equality Impact Assessment

| | | | | | |
|---|---|---|----------|---------|--------|
| Name of policy/service/function | Local Plan Review – Gypsy and Traveller Accommodation. Planning Policy, Planning Service | | | | |
| Is this a new or existing policy/ service/function? | New/ Existing, but it is now being reviewed as part of the ongoing examination in public of the Kings Lynn and West Norfolk Local Plan. | | | | |
| Brief summary/description of the main aims of the policy/service/function being screened. Please state if this policy/service rigidly constrained by statutory obligations | The Council is required to undertake work to demonstrate that it can accommodate the current and future accommodation needs for the Gypsy and Traveller Community. The Council has produced a Potential sites/ locations and Policies to deal with meeting the identified accommodation needs of Gypsies, Travelers and Travelling Showpeople in the Borough to 2039. | | | | |
| Question | Answer | | | | |
| <p>1. Is there any reason to believe that the policy/service/function could have a specific impact on people from one or more of the following groups according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p> | | Positive | Negative | Neutral | Unsure |
| | Age | | | x | |
| | Disability | | | x | |
| | Gender | | | x | |
| | Gender Re-assignment | | | x | |
| | Marriage/civil partnership | | | x | |
| | Pregnancy & maternity | | | x | |
| | Race | x | | | |
| | Religion or belief | x | | | |
| | Sexual orientation | | | x | |
| | Other (eg low income) | | | x | |
| Question | Answer | Comments | | | |
| 2. Is the proposed policy/service likely to affect relations between certain equality communities or to damage relations between the equality communities and the Council, for example because it is seen as favouring a particular community or denying opportunities to another? | Yes/ No | The proposed planning policies have been produced to specifically manage future development needs for Gypsies, Travellers and Travelling Showpeople. Gypsies and Travellers are classed as a "protected group" under the 2010 Equality Act, so their accommodation needs must be addressed accordingly. | | | |
| 3. Could this policy/service be perceived as impacting on communities differently? | Yes/ No | Due to the unique accommodations needs for the Gypsy and Traveller community, the proposed sites and policy provide some departure to existing planning policies for other forms of housing accommodation. | | | |
| 4. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination? | Yes / No | No, the Policy is designed to enable a positive planning policy mechanism for the Gypsy and Traveller community to apply for Planning Permission. | | | |
| 5. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions? If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section | Yes/ No | Actions: None | | | |
| | | Actions agreed by EWG member: N/A | | | |
| Assessment completed by: Luke Brown | 14 | | | | |
| Job title Senior Planning Policy Officer | | | | | |

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



Stage 2 - Full Equality Impact Assessment Form

1. What is the service area(s) and who is the lead officer?

- List the Executive Director and Service Manager, plus the person completing this assessment if different. Geoff Hall, Alex Fradley and Luke Brown

The proposed sites and policy framework form part of the wider policy requirements (under the National Planning Policy Framework) for the ongoing examination of the emerging Local Plan for Kings Lynn and West Norfolk. Once adopted, the Local Plan (including the policy for the provision for Gypsies and Travellers) will replace existing policy for the provision for Gypsies and Travellers currently identified in the Core Strategy.

The proposed policy seeks to support the Local Plan's progression through its examination and enable the Council to successfully meet its wider policy and legal obligations.



2. What change are you proposing?

The Council has a legal duty under the Housing Act 2004 and through the National Planning Policy Framework (NPPF) to accommodate the housing needs of the borough, including those for Gypsies and Travellers and Travelling Showpeople.

The NPPF states that '*Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, **travellers**, people who rent their homes and people wishing to commission or build their own homes*'.

Having a lack of supply of permanent accommodation can adversely affect the travelling community. Providing enough suitable accommodation improves the ability to meet other primary needs, especially education and health. Accommodation also enables Gypsy and Travellers to continue to live a nomadic life, in line with their culture and traditions. It also enables greater access to employment opportunities for families to remaining together.

The provision of suitable permanent accommodation also reduces the risk of unauthorised encampments across the Borough.

The Council is seeking to provide enough land to meet the accommodaton needs for the Gypsy and Traveller community over the Plan period, but more speciffcaly within the first five years of Plan. This will be through a combination of sites and locations to site future provision and planning policies to manage new development proposals as they come forward.

This will be a key decision by elected members moving forward in April 2024.



3. How will this change help the council achieve its Corporate Strategy priorities (and therefore your Directorate/service objectives)?

The further consultation document on the proposed sites and policy framework aims to enhance the 'Support our communities' objective within the Corporate Strategy 2023. This will support the health and wellbeing of our communities, help prevent homelessness, assist people with access to benefits advice and ensure there is equal access to opportunities.

We will:

- Increase the number of good quality new homes and associated infrastructure built through direct provision by working with registered social landlords and private sector developers. The Policy will provide space for additional Gypsy and Traveller pitches and plots and accommodation. This will increase the supply of accommodation for the community where it is required.
- encourage private sector housing development that supports local need, delivers on local infrastructure and meets environmental and biodiversity requirements, The policy will support and encourage the development of both private family pitches/sites and social sites to best meet the identified need of the Gypsy and Traveller community in West Norfolk.



4. What is your evidence of need for change?

To understand the level of need required for the Gypsy and Traveller community, the Council produced a Gypsy and Traveller Accommodation Assessment in May 2023. This document identified that there is a need for:

Gypsy and Traveller Accommodation Requirements to 2039

| Year Period | Dates | Need (number of pitches) |
|--------------|-----------|--------------------------|
| 0-5 | 2023-2027 | 69 |
| 6-10 | 2028-2032 | 10 |
| 11-15 | 2033-2037 | 11 |
| 16-17 | 2038-2039 | 5 |
| 0-17 | | 95 |

**the accommodation need has been reduced from the original GTAA to reflect recent planning decisions and appeals.*

Gypsy Traveller and Travelling Showpeople Accommodation Requirements to 2039

| Year Period | Dates | Need (number of plots) |
|--------------|-----------|------------------------|
| 0-5 | 2023-2027 | 3 |
| 6-10 | 2028-2032 | 1 |
| 11-15 | 2033-2037 | 1 |
| 16-17 | 2038-2039 | 0 |
| 0-17 | | 5 |

Currently, the Council cannot meet these needs under its existing policy framework and is therefore not compliant with the provisions of National Planning Policy and other legislation such as the Housing Act 2004.

It is critical that the Council addresses this issue through the ongoing Local Plan examination so that the Local Plan can be found 'sound' and the Council meets its legal obligations under national planning policy and other legislation.

The proposed consultation document seeks to demonstrate how the Council seeks to meet these accommodation needs for the Gypsy and Traveller community over the plan period.



5. How will this change deliver improved value for money and/or release efficiency savings?

Providing a policy framework for accommodating the needs for Gypsies and Travellers will enable pitches to come forward in a planned and sustainable way to meet the identified accommodation needs of the Gypsy and Traveller Community. Planned development reduces the likelihood of unauthorised encampments, which in turn reduces planning enforcement cases and planning appeals on such sites. This will save the Council time in determining planning applications, reduce time spent on planning enforcement and lead to less planning appeals in the future.

6. What geographical area does this proposal cover?

The proposed sites and policy affect all of the Borough, although the individual sites identified will affect some communities more than others. The proposed sites for accommodating Gypsies and Travellers are located in:

- Emneth with Outwell
- Methwold
- Wiggshall
- South Creake
- Downham Market
- Upwell, Outwell and Delph
- Walsoken, West Walton and Walpole



7. What is the impact of your proposal?

The document proposes to allocate a number of sites across the borough to accommodate the needs for the Gypsy and Traveller community. The majority of this need will be accommodated on existing sites, where appropriate, to address direct needs arising from specific sites.

Those existing sites have access to basic services such as water, electricity and sewage. There are also dayrooms and toilet blocks available on these sites. Any new sites would need to accommodate such infrastructure provision within their development. Their more remote locations mean access to wider education and health services are more limited. The Council will seek to improve access to such services through this Policy. On site facilities and accommodation will also be conditioned through the planning process to make sure they're suitable in terms of accessibility and up to building standards.

The general accommodation needs for the Borough are in response to overcrowding on existing sites and teenagers living with family will need their own pitches in the future. New accommodation provision will enable those younger people or those who are living in overcrowded conditions to have their own pitch/plot. It also enables family member to remain with their wider family on existing sites.

The intensification of existing sites and/ or new sites will provide a positive impact in terms of meeting accommodation needs for Gypsy and Travellers, but could lead to some negative impact on existing communities in terms of an impact on existing infrastructure and the environment. Where such constraints are identified, the Council will seek to minimise any negative impacts through the selection of the most suitable locations which will have the least impact on existing communities.

The proposed policy also reduces conflict in terms of enabling the expansion of existing sites thereby reducing the likelihood of planning enforcement or legal cases in the future. The risk is greater if the accommodation needs of the Gypsy and Traveller Community are not met. Therefore, steps to mitigate potential negative impacts are critical.

It promotes equality in terms of enabling the community to have access to accommodation in line with other forms of accommodations needs as identified in the Local Plan.



8. What data have you used to support your assessment of the impact of your proposal?

The primary objective of this GTAA is to provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation in King's Lynn & West Norfolk Borough Council (the Council) area.

As well as updating previous GTAAs, the assessment provides a robust and credible evidence base which can be used to aid the implementation of Local Plan Policies and, where appropriate, identify the provision of new Gypsy and Traveller pitches and Travelling Showpeople plots for the plan period 2023 to 2039. This will enable the Council to meet the 15-year requirements set out in Planning Policy for Traveller Sites (PPTS). The outcomes of this study supersede the outcomes of any previous GTAAs for King's Lynn & West Norfolk Borough Council.

The GTAA has sought to understand the accommodation needs of the Gypsy, Traveller and Travelling Showpeople population in the Council area through a combination of desk-based research, stakeholder interviews, and engagement with members of the Travelling Community living on all known sites, yards, and encampments.

A total of 141 interviews or proxy interviews were completed with Gypsies and Travellers living on sites and on the roadside in King's Lynn & West Norfolk, and a total of 15 interviews were completed with Travelling Showpeople. No interviews were completed with households living in bricks and mortar.

A total of 5 stakeholder interviews were also completed. These included Norfolk County Council, Breckland DC, Fenland DC, South Holland BC and North Norfolk DC.

The fieldwork for the study, including the interviews, was completed between January 2023 and May 2023, and the baseline date for the study is May 2023.

This data and information is publically accessible in the GTAA which is published on the Council's website.

This data was then used to help inform the assessment of sites, The finalised list of proposed sites are those where a direct accommodation need is present and/ or where there is room for expansion.



9. What consultation has been undertaken/will need to be undertaken with stakeholders/ groups directly or indirectly impacted by the proposals and how do you intend to use this information to inform the decision?

Stage 1 of the process was to prepare the Consultation Document which included discussions and consultation with relevant internal and external statutory consultees, neighbouring authorities on existing issues.

Stage 2 of the process is to seek the views and opinions of the wider public. All responses from this public consultation have been reviewed and these have helped inform the final consultation document which will be subject to a decision at Full Council in March 2024. A separate Consultation Statement will detail all responses received and how the Council has sought to address any concerns or issues raised. This will be published for Cabinet.

Stage 3: A further consultation will take place on the Council's proposed sites for allocation in the Local Plan. This is likely to take place in May and June 2024 for a 6-week period after Council approval on the 23rd April 2024.

10. Are there any implications for other service areas?

The proposed sites and policy consultation will have implications for Housing Standards Service in terms of providing comments to consultations and planning applications for Gypsy and Traveller provision.

Communications Service in terms of supporting the planning service through communicating and promoting public consultations.

Planning service in relation to their time and resource in determining future planning applications.



11. What impact (either positive or negative) will this change have on different groups of the population?

The Council are required to meet all accommodation needs for the borough through the Local Plan. This does include other groups and communities such as accommodation for older people, affordable housing and specialist housing for people with disabilities. The Local Plan is already proposing policies for these areas and are currently subject to Government examination.

The proposed sites and policy for Gypsy and Travellers will have a positive affect on the Gypsy and Traveller community. It seeks to address their current unmet accommodation needs and enable planning proposals for such accommodation to be determind through more up-to-date policy. It enables the Local Plan to adequately address the accommodation needs for this area along with other accommodations policies as mentioned previously.

The document also seeks to address their individual accommodation needs – specifically where a localised need has been identified on existing sites. This need is largely a result of existing family members or teenagers seeking their own pitches/plots, but currently have no where to go.

The location of sites is broadly in those locations where the Gypsy and Traveller community wish to stay.

The policy will likely have some negative impact on those existing communities where there are proposals to intensify or identify new sites and locations for Gypsy and Traveller accommodation. These impacts are likely to include impacts to existing infrastructure – especially where existing communities are small in size, impacts to the character of these area in terms of their built form and impacts to the environment, where new sites or extensions to existing sites are proposed on greenfield land.

The Council is confiendent however that any negative impacts can be mitigated through the citing and design of these sites/developments and also through the proposed criteria based policy for assessing planning applications for Gypsy and Traveller accommodation.



12. Other Staff Involved in Assessment (including Corporate Equality Group Representatives), and comments from Equality Work Group Reps

- Stuart Ashworth – Assistant Director for Planning
- Michael Burton – Principal Planning Policy Officer
- Alex Fradley – Planning Policy Manager
- Members of the Corporate Equality Working Group, who have been consulted with and contributed to the full impact assessment as presented.



Full EIA Action Plan

26

| Risk/adverse impact identified (Q11) | Action to be taken to mitigate | By who <i>Include a lead officer for implementing the actions</i> | By when <i>Deadlines/timescales for implementing the actions</i> | Monitoring mechanism <i>What indicators will you use to track the impact of the change when implemented? How will you review its implementation? How do you intend to monitor service take-up?</i> |
|---|---|--|---|---|
| Impact to existing communities for the proposed sites and locations | A public consultation period is planned so that the wider public and other can review the policy and provide feedback to the Council. | Planning Policy | 26 th January until 8 th March 2024 | The policy will form part of the monitoring framework for the Local Plan. |
| Impact to existing communities for the proposed sites and locations | A further public consultation period is planned so that the wider public and other can review the policy and provide feedback to the Council. | Planning Policy | 10 th May – 21 st of June 2024. | The policy will form part of the monitoring framework for the Local Plan. |
| | | | | |
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Assessment Completed By: Luke Brown
Job Title: Senior Planning Policy Officer
Date: 27/03/2024



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

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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:

| Ref | Site Name/address | Number of additional Pitches in relation to their existing capacity |
|-------------|--|--|
| GT05 | 19 - 121 Magdalen Road, Tilney St Lawrence | 1 |
| GT09 | Land at the Stables | 1 |
| GT11 | Homefields, (Western Side, Goose Lane), Marshland St James | 1 |
| GT14 | Land at Blunts Drove | 10 |
| GT17 | Land at The Lodge, Small Lode, Upwell | 12 |
| GT18 | Land at 2 Primrose Farm, Small Lode, Upwell | 12 |
| GT20 | Land at Botany Bay, Upwell | 1 |
| GT21 | Land at Four Acres, Upwell | 5 |
| 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 (South of Worzals parallel to A47) | 9 |
| GT59 | Land at Spriggs Hollow, Wiggenhall St Mary Magdalen | 4 |
| GT65 | Tall Trees, Downham Road Salters Lode Downham Market | 4 |
| GT66 | Land at Brandon Road, Methwold | 1 |

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

| Ref | Site Name/address | Number of Pitches to be Authorised |
|-------------|---|---|
| GT29 | No 2 The Stables, (Rear of stables), Lynn Road, Wiggenhall St Germans | 1 |
| GT59 | Spriggs Hollow, Wiggenhall St Mary Magdalen | 1 |
| GT65 | 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 |
|-------------|---|---|
| GT25 | Land at the Oaks, Northwold | 1 |
| GT62 | 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

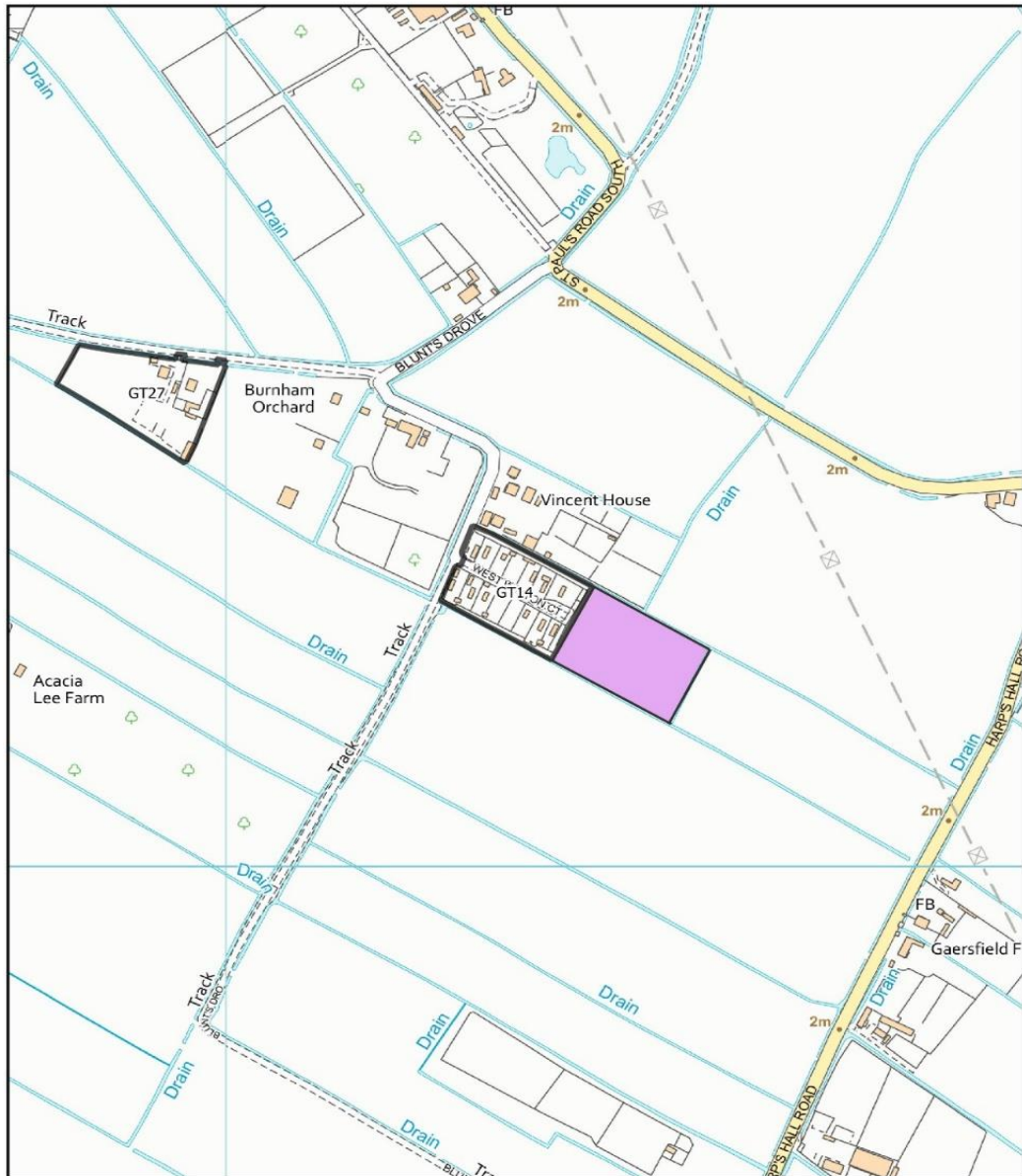
1. Proposals for the delivery of new caravan pitches or park homes, or extensions to existing caravan or park home sites, will be supported where they are located on sites which would be acceptable for permanent dwellings and satisfy other relevant policies in the Local Plan.
2. Proposals for additional 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 |
|--|---|----------------------------|----------------------------|
| Proposed Sites for Allocation at: | | | |
| GT14 | Land at Blunts Drove | | 10 |
| GT17 | Land at The Lodge, Small Lode, Upwell | | 12 |
| GT18 | Land at 2 Primrose Farm, Small Lode, Upwell | | 12 |
| GT21 | Land at Four Acres, Upwell | | 5 |

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



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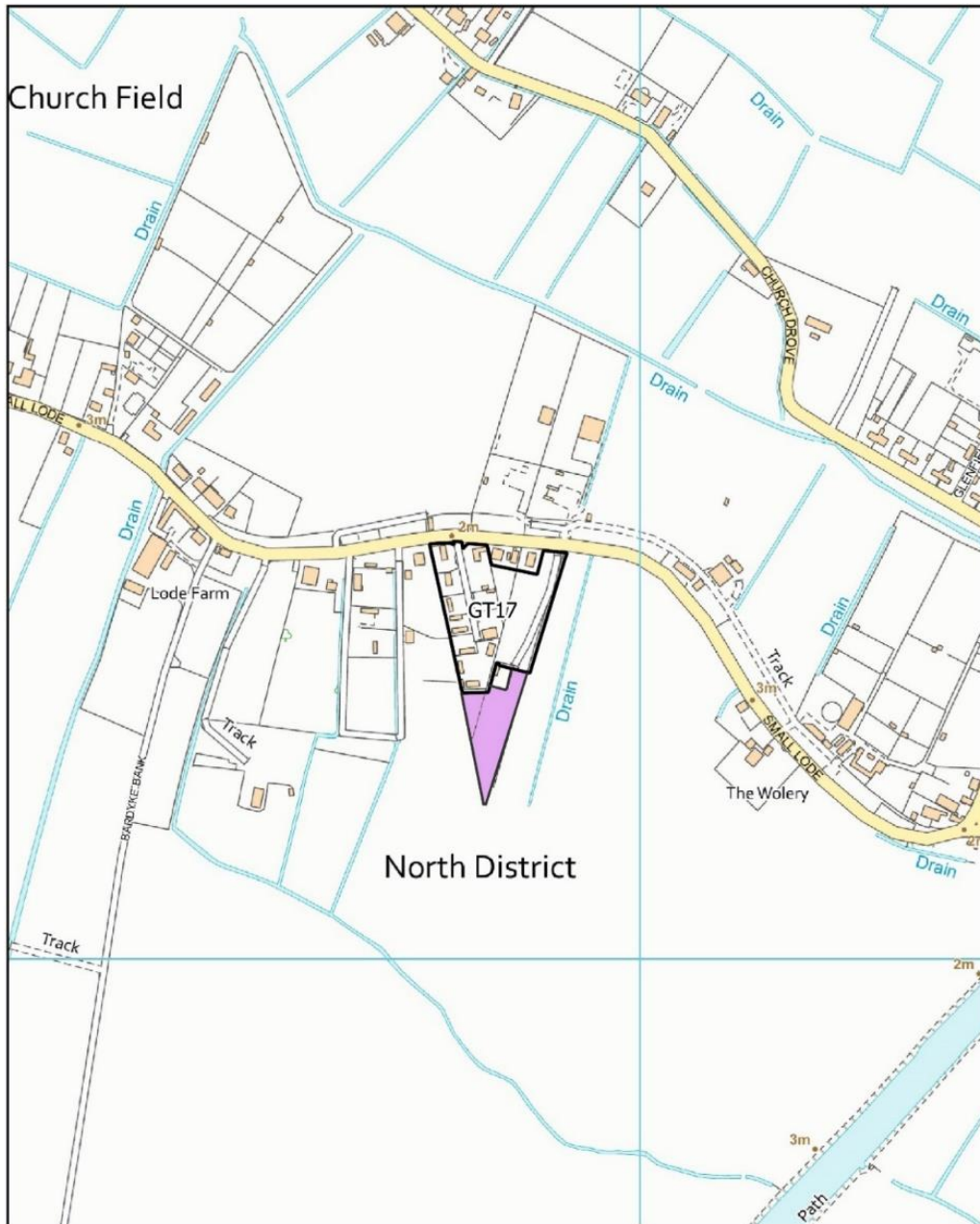
GT14 & GT27



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



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GT17

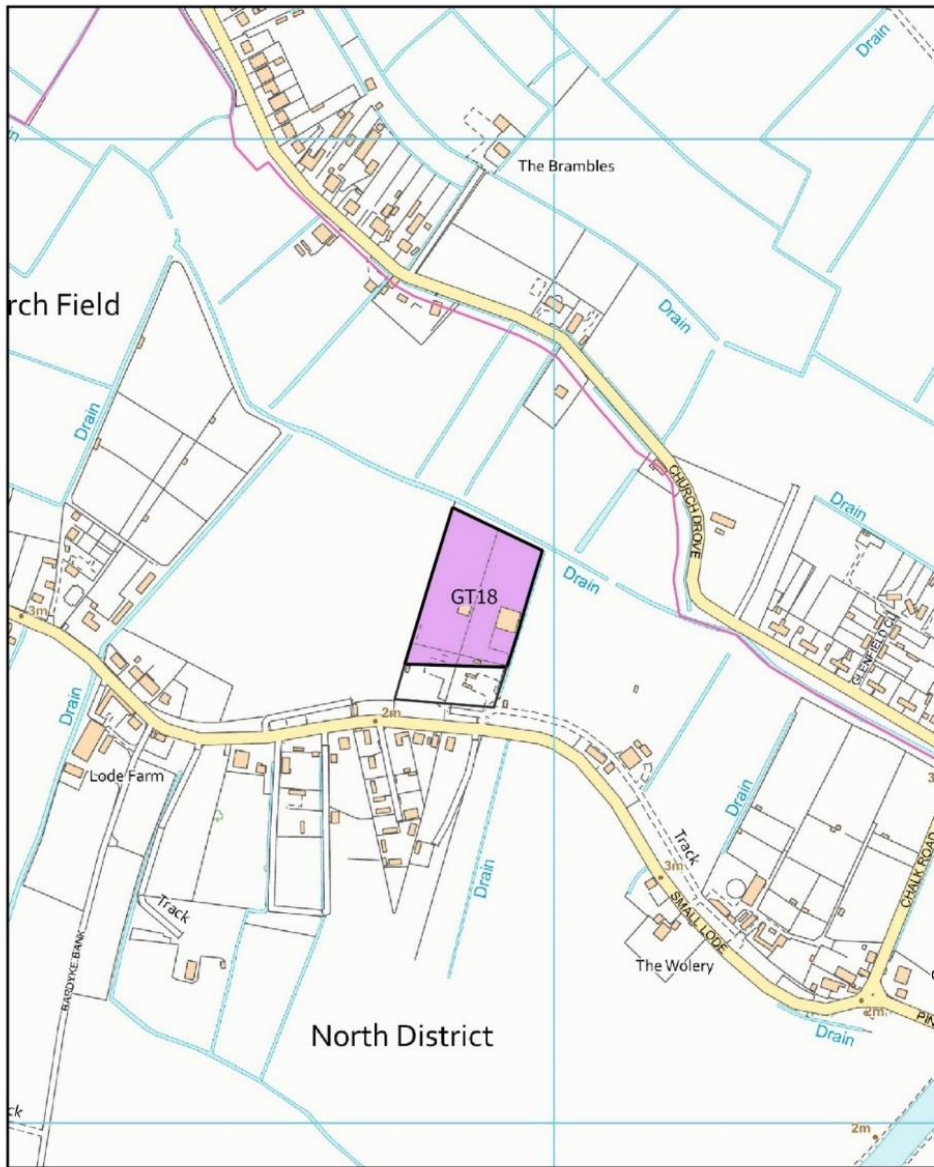


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11/12/2023

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



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GT18

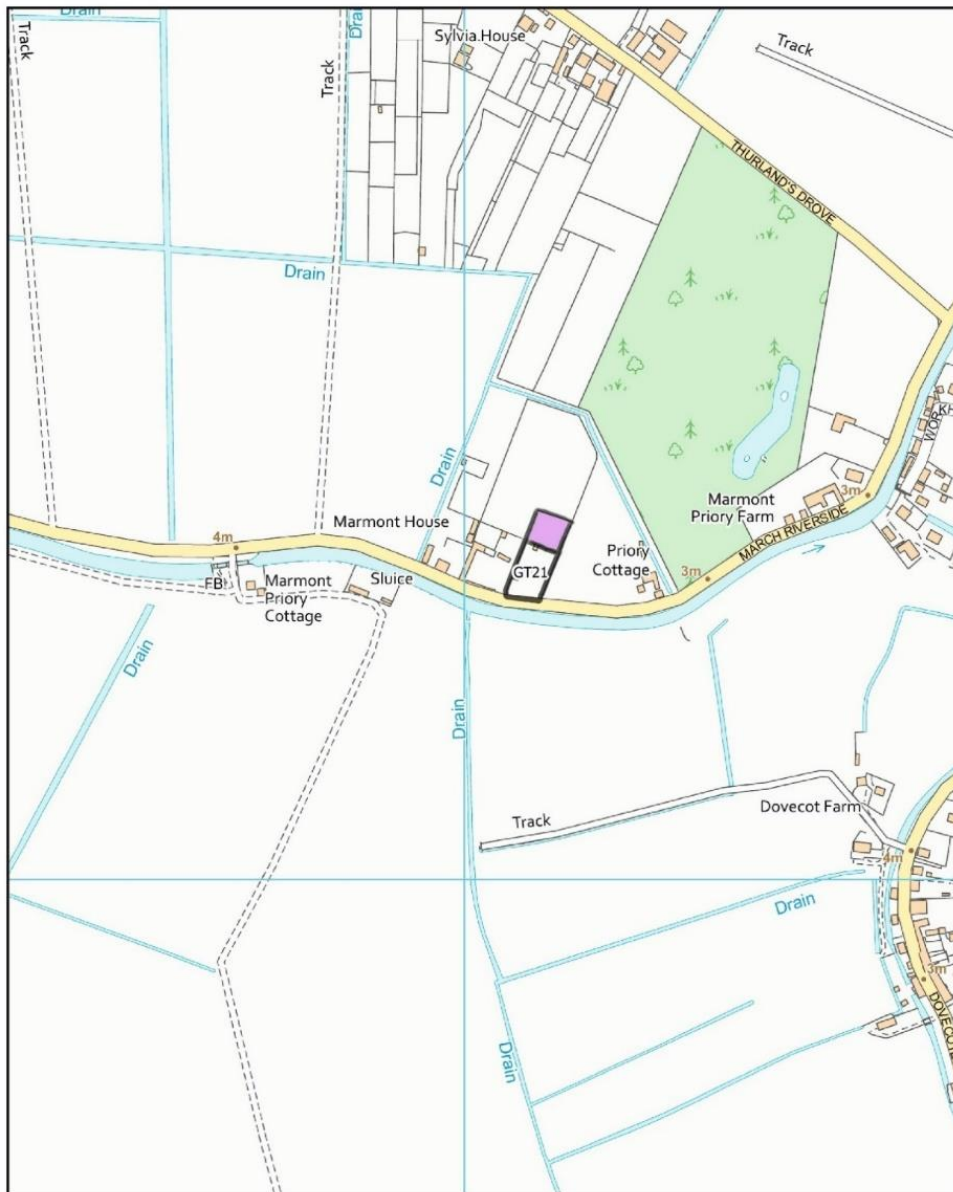


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GT21 Land at Four Acres, Upwell (Proposed Allocation)



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GT21



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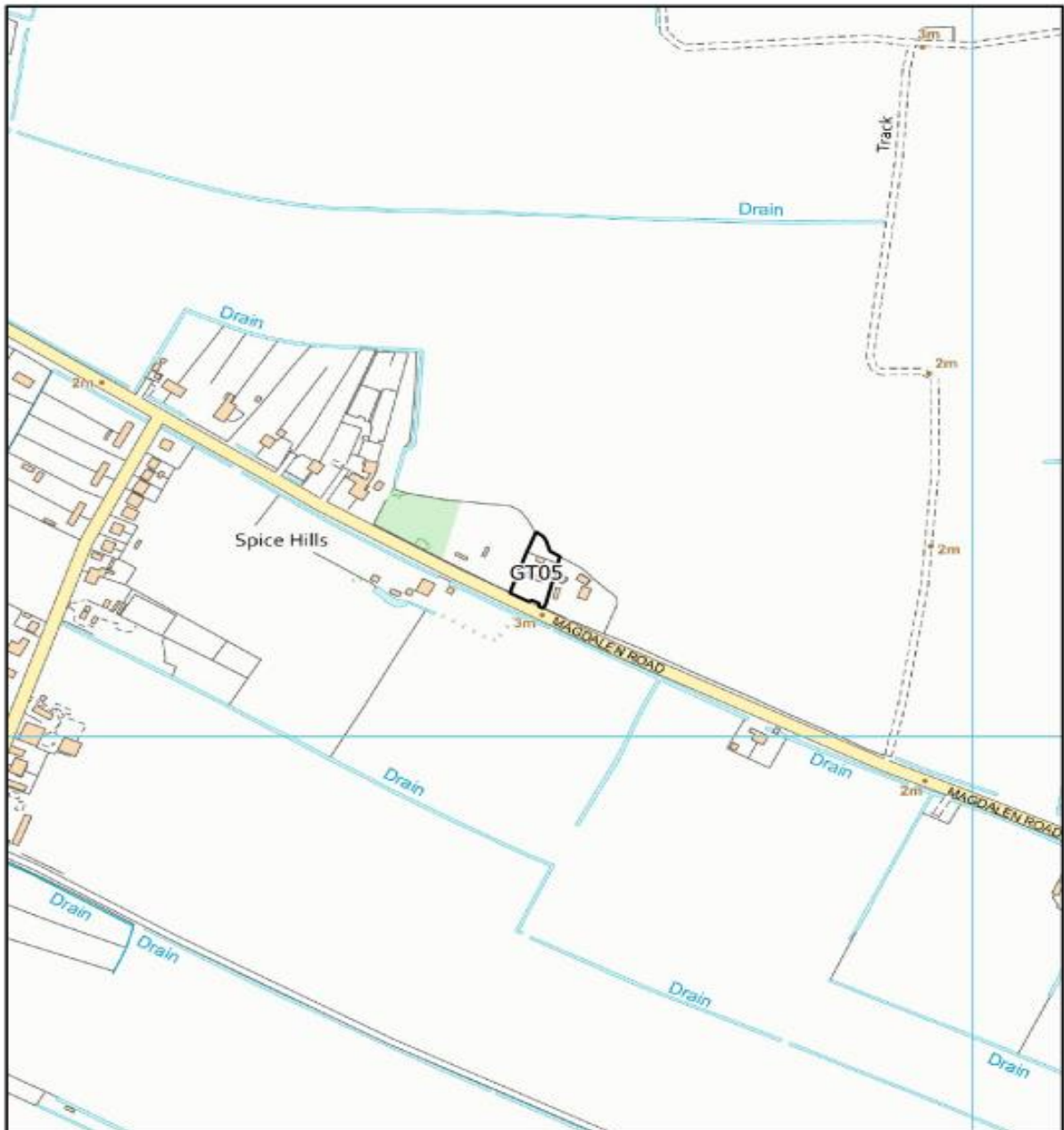
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7. Existing Sites to be Safeguarded and Intensified

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

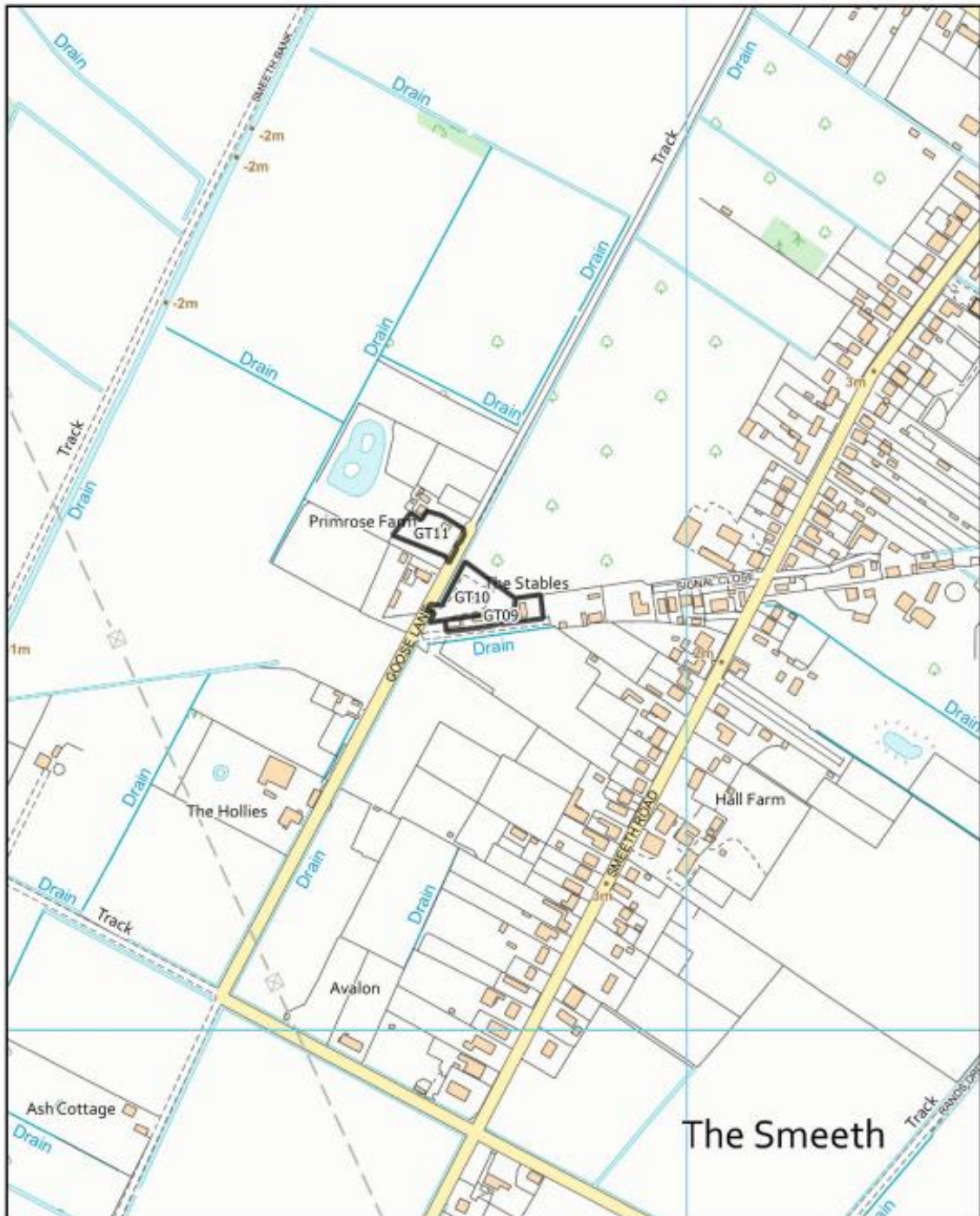


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GT09 The Stables, Marshland St James (1Pitch)



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GT09, GT10 & GT11

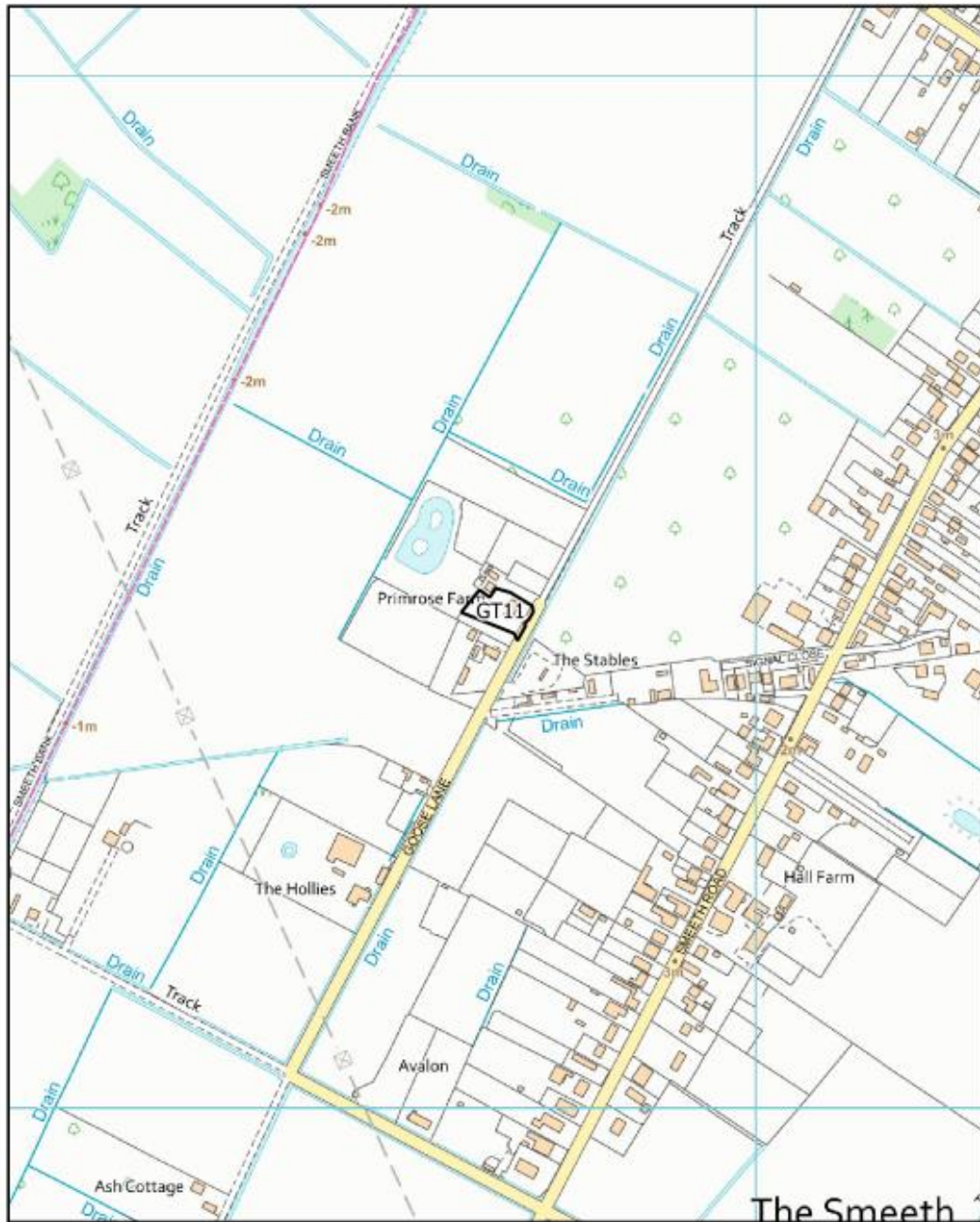


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GT11 Homefields, (Western Side, Goose Lane), Marshland St James (1Pitch)



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GT11

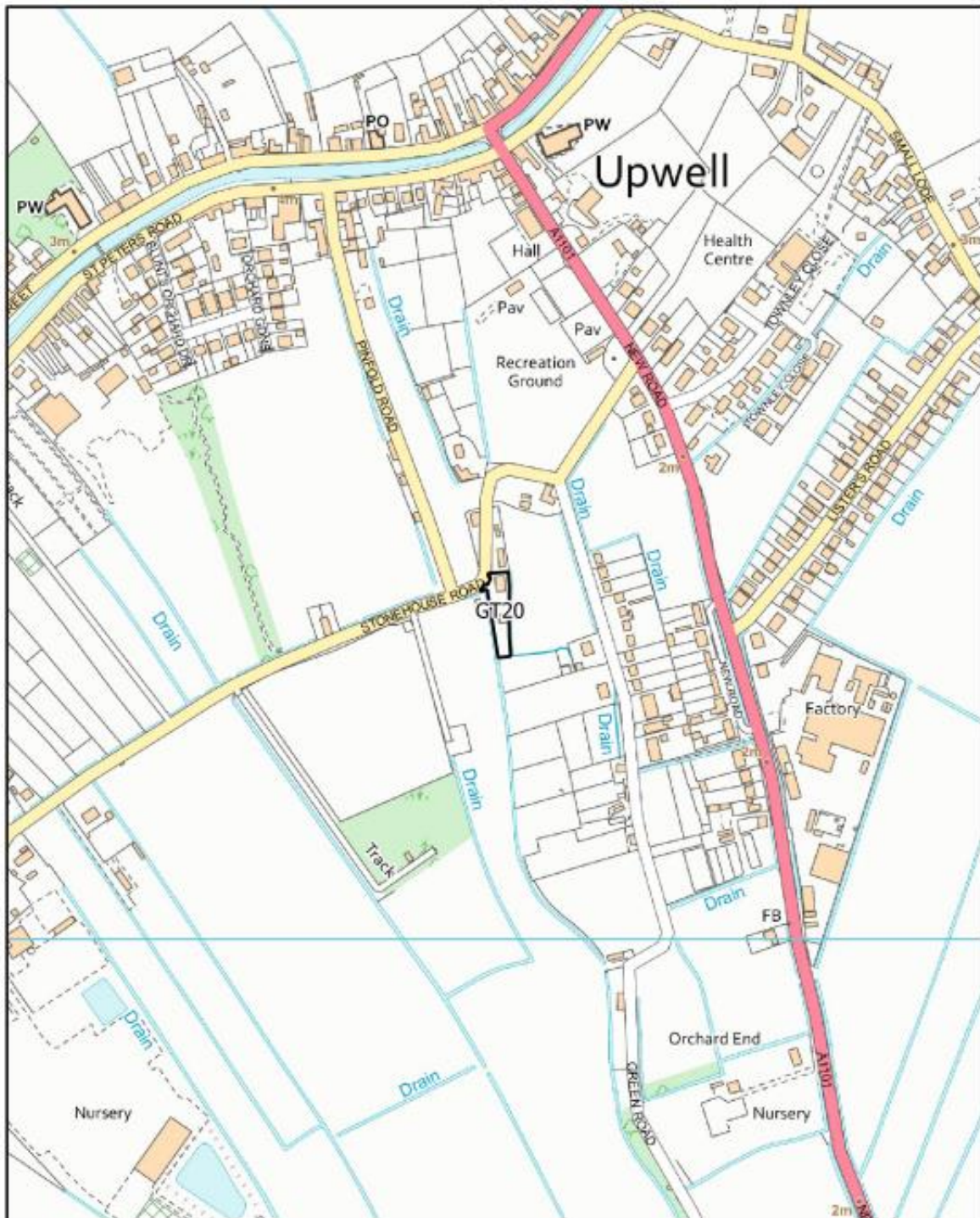


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GT20 Land at Botany Bay, Upwell (1Pitch)



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GT20

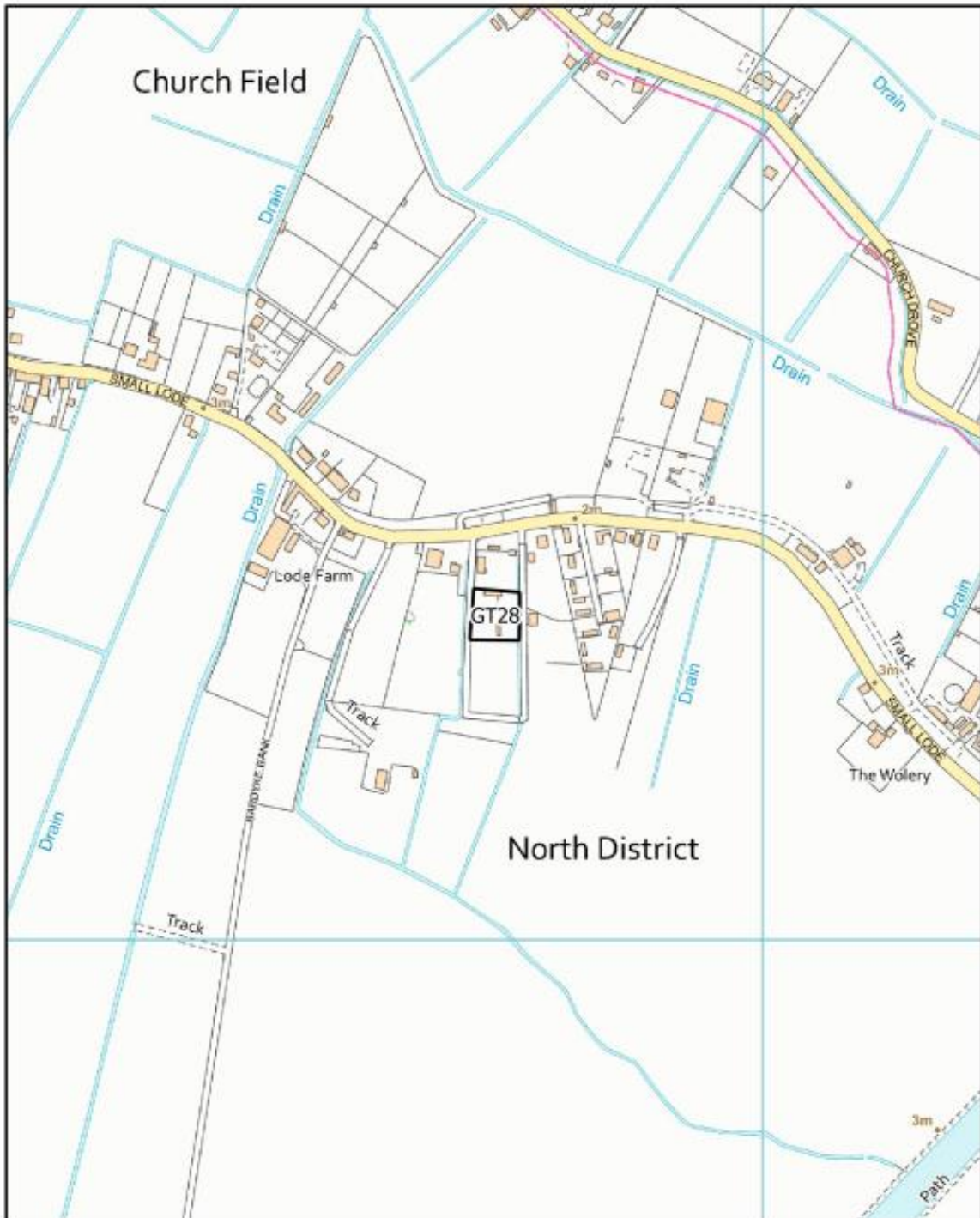


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GT28 Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk (2 Pitches)



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GT28

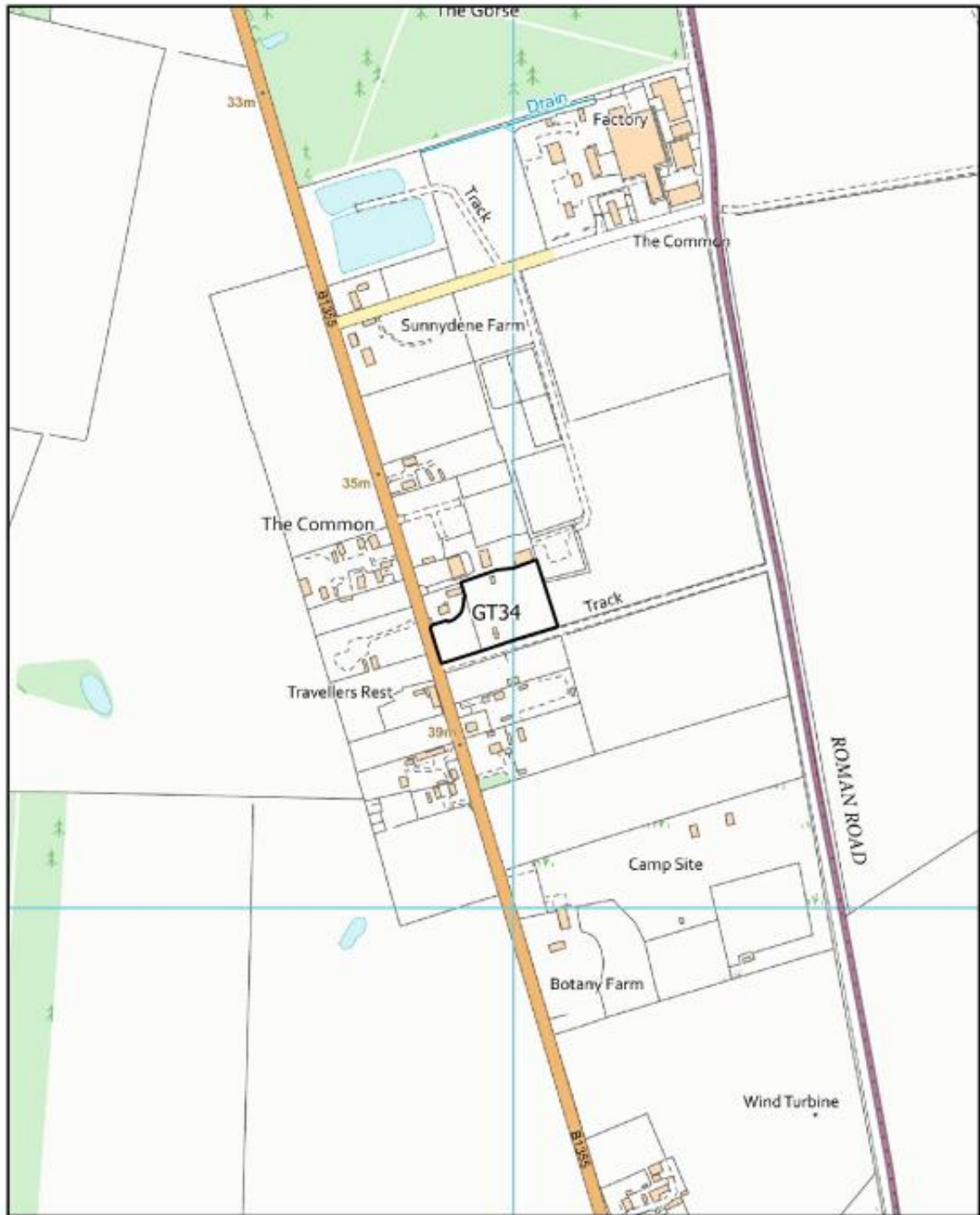


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GT34 Land at Creakesville, South Creake (1Pitch)



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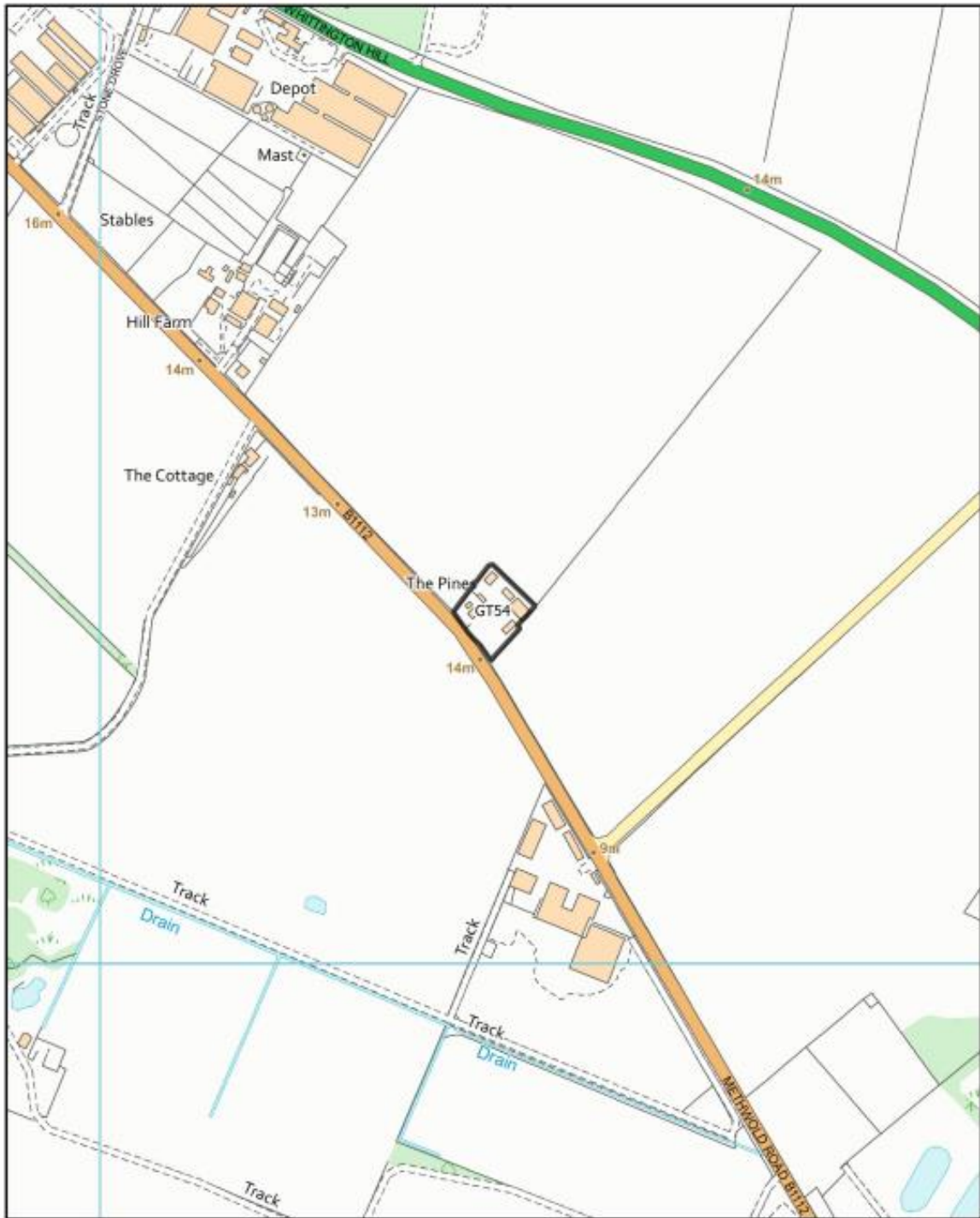
GT34



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GT54 Land at the Pines, Whittington (1Pitch)



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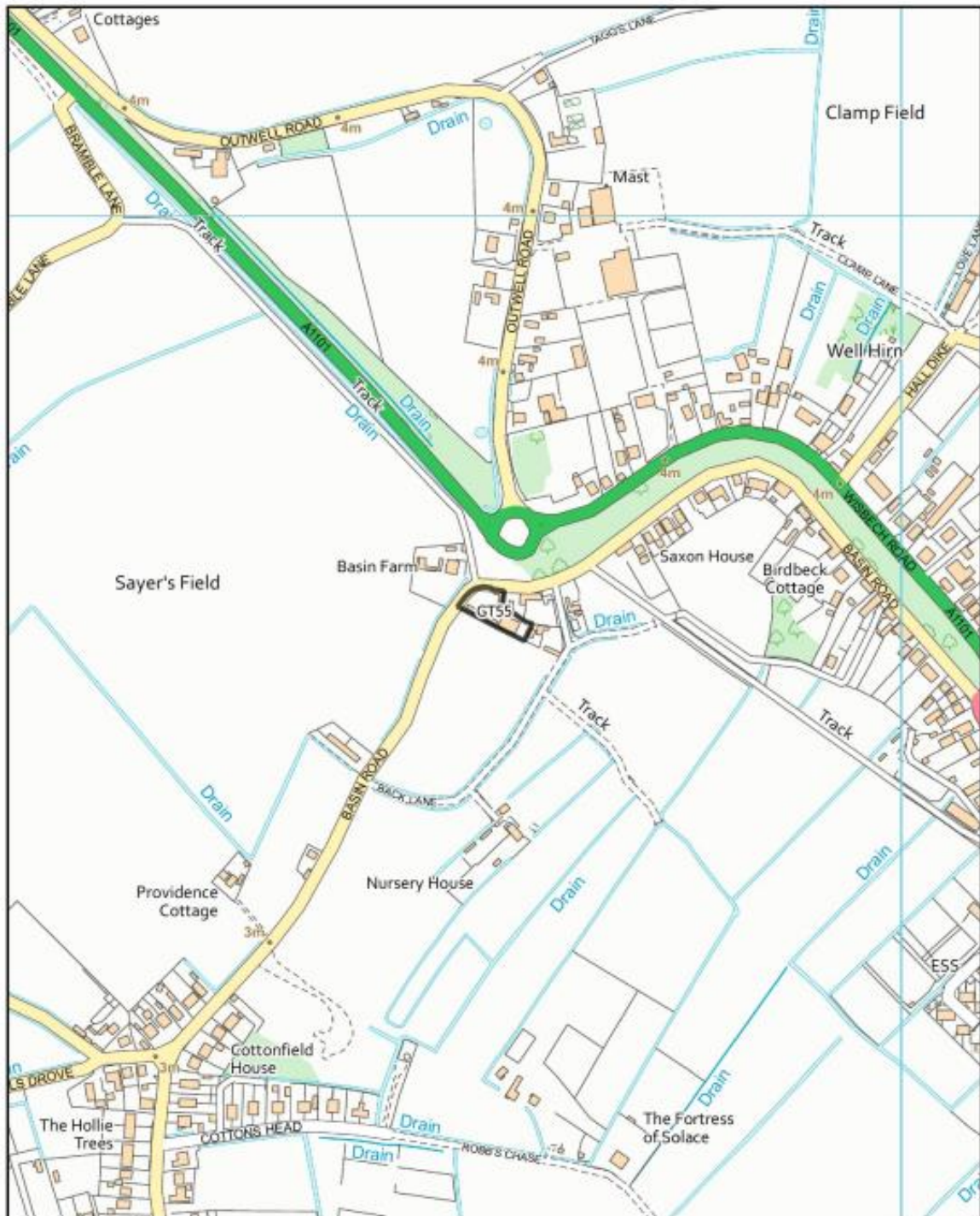
GT54



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



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GT55

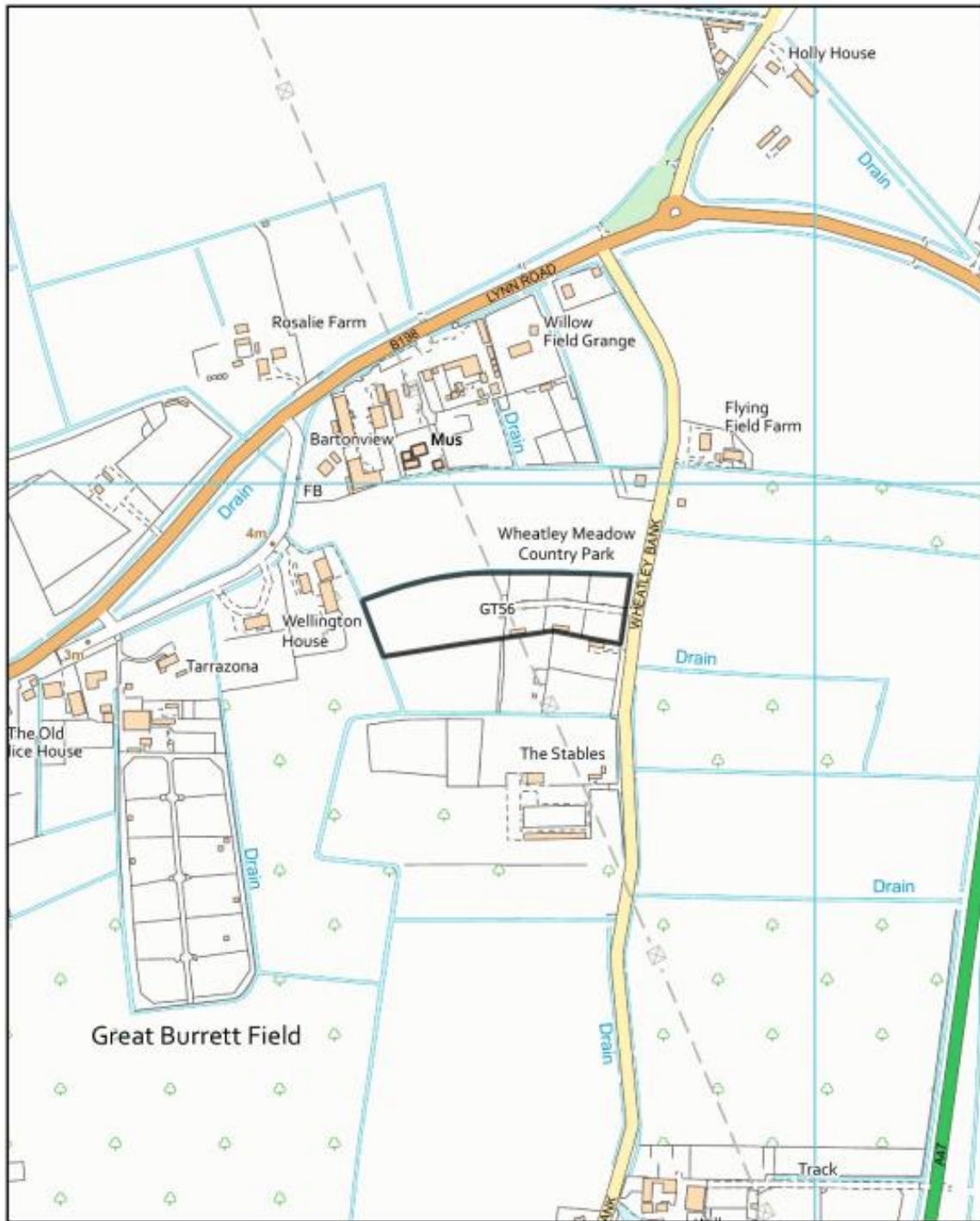


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GT56 Wheatley Bank, Walsoken (9 pitches)



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GT56



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



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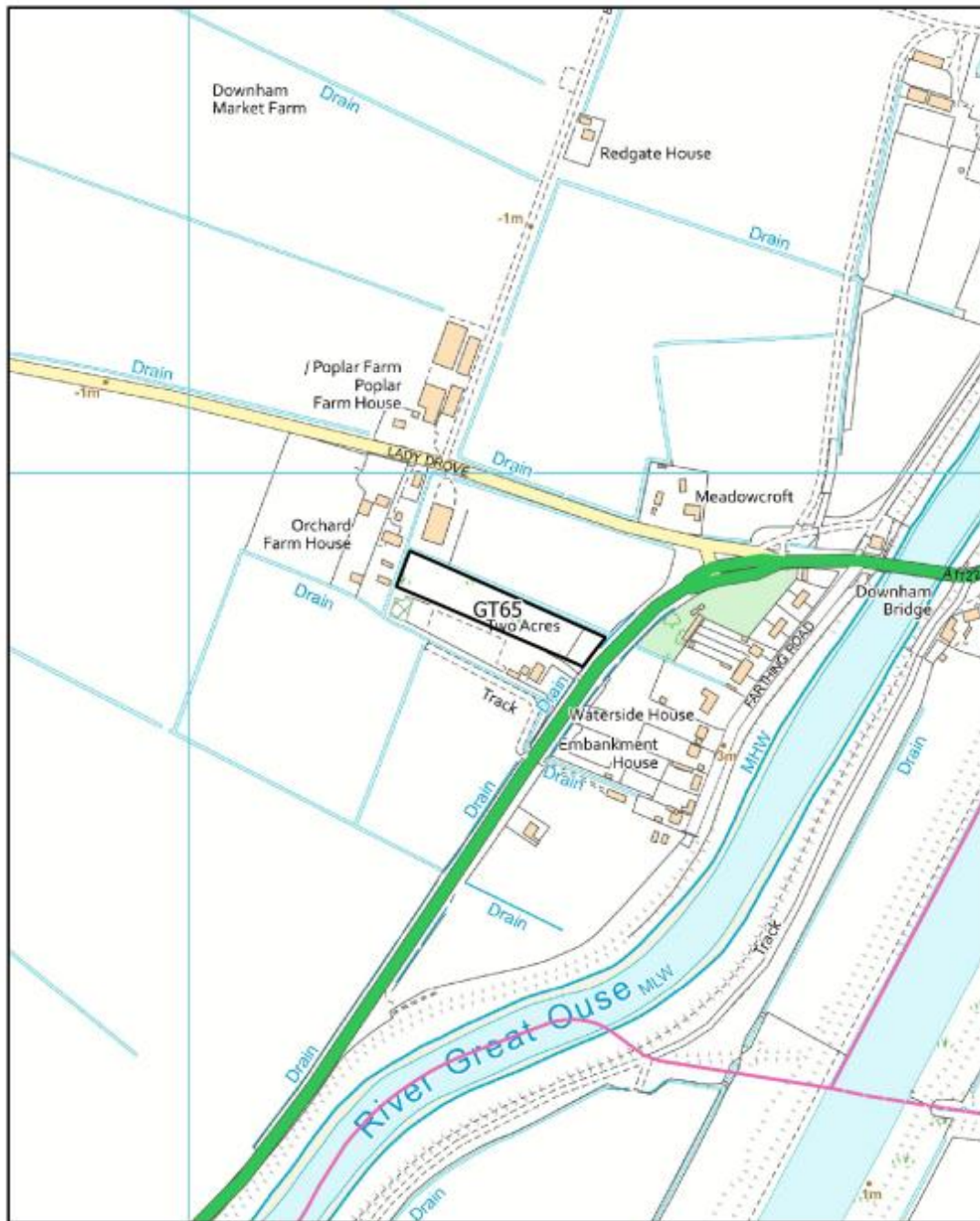
GT59



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28/07/23

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



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

GT65



1:5,000

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25/03/2024

GT66 Land at Brandon Road, Methwold (1Pitch)



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

GT66



1:7,500

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04/08/23

Pitches Authorised at:

GT29: Number 2, The Stables (1Pitch)



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

GT29

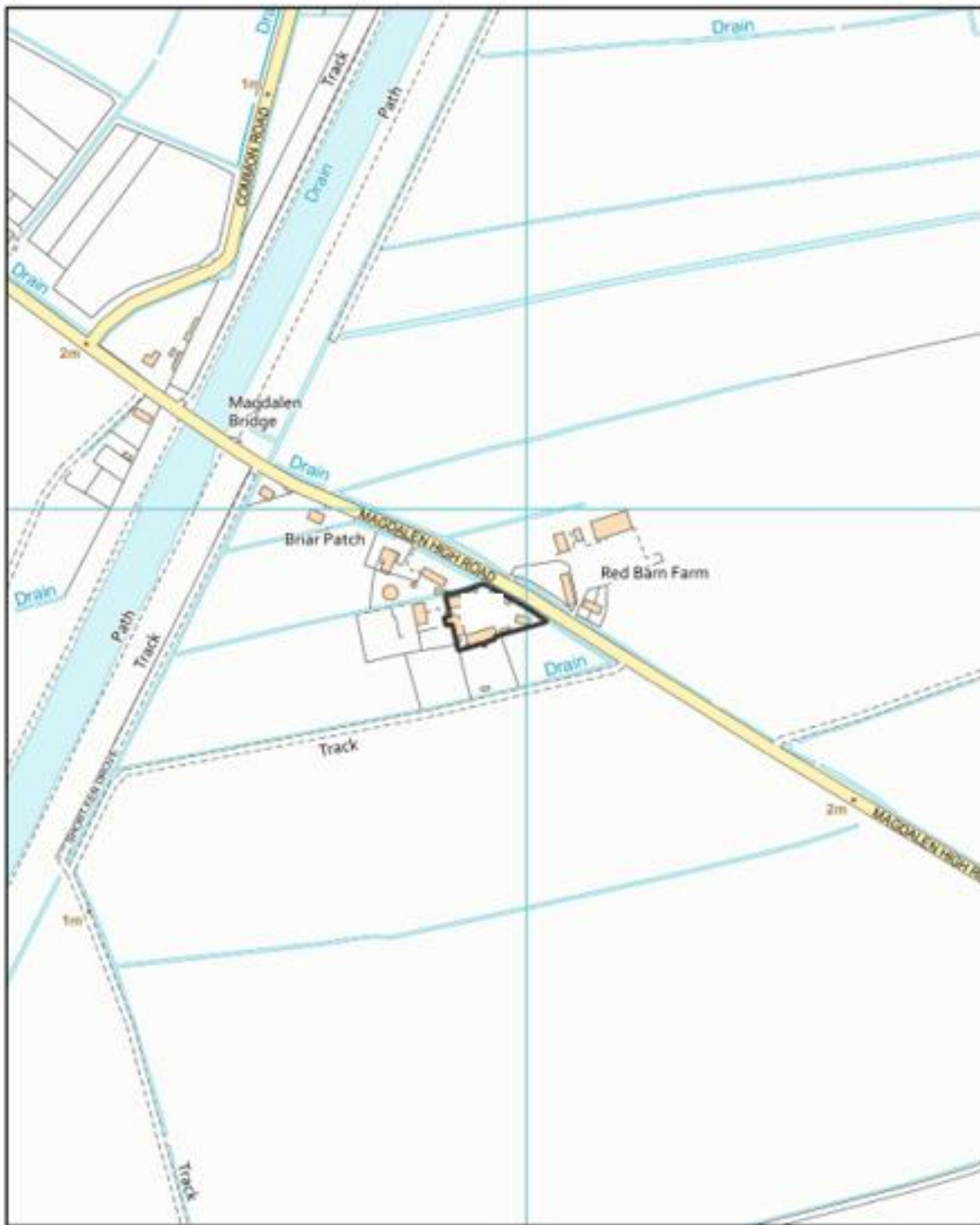


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28/07/23

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



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

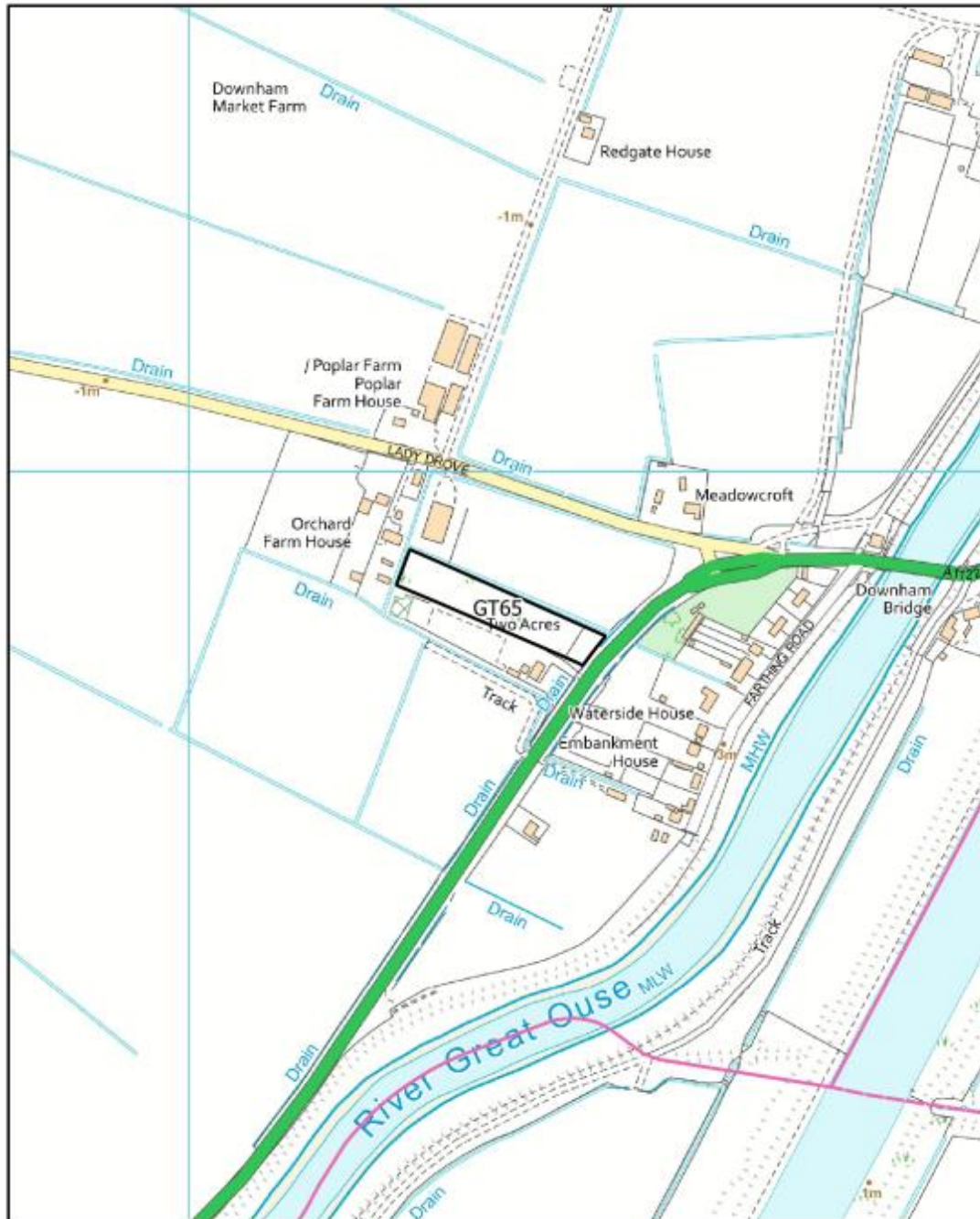
GT59



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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

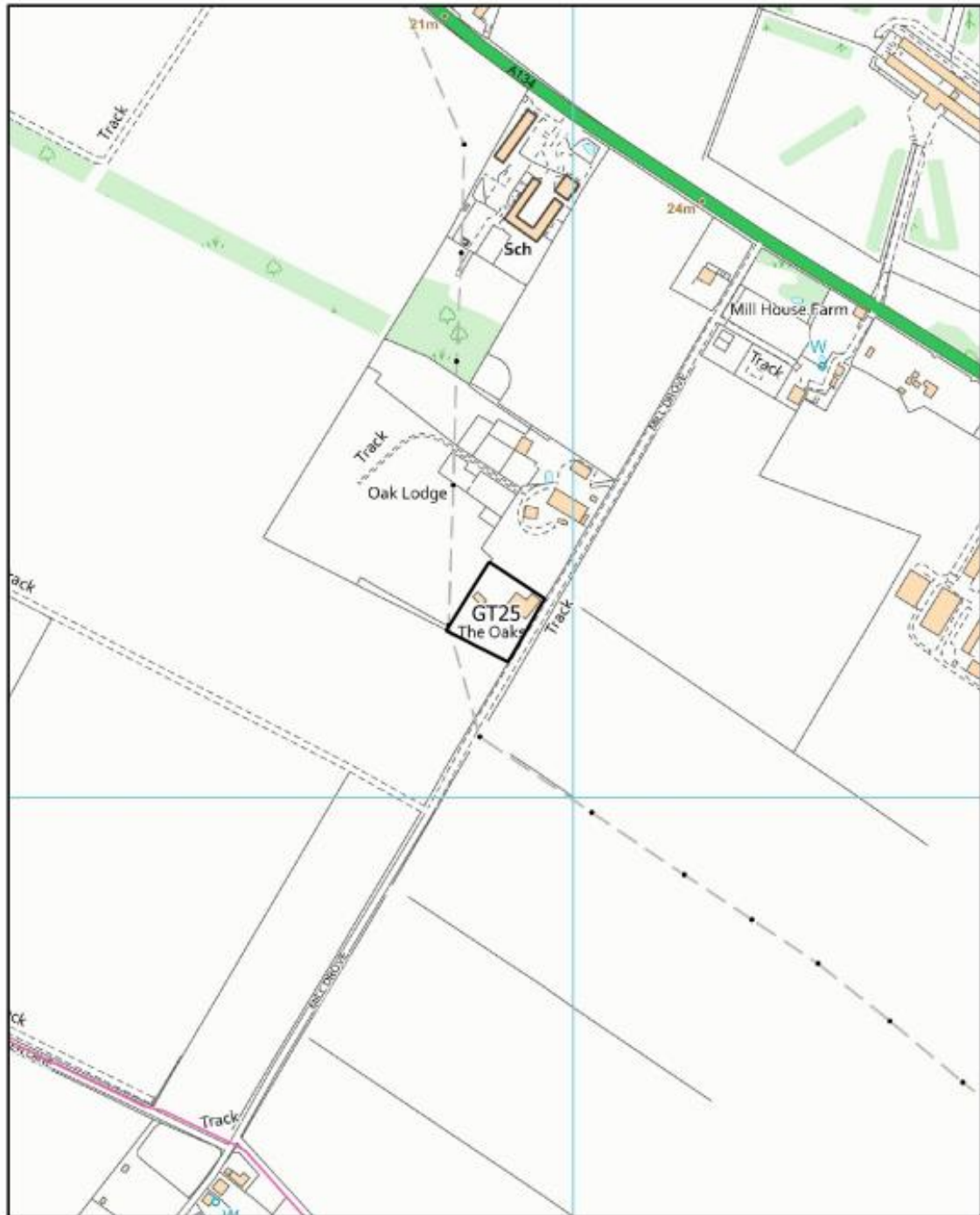


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25/03/2024

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



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

GT25

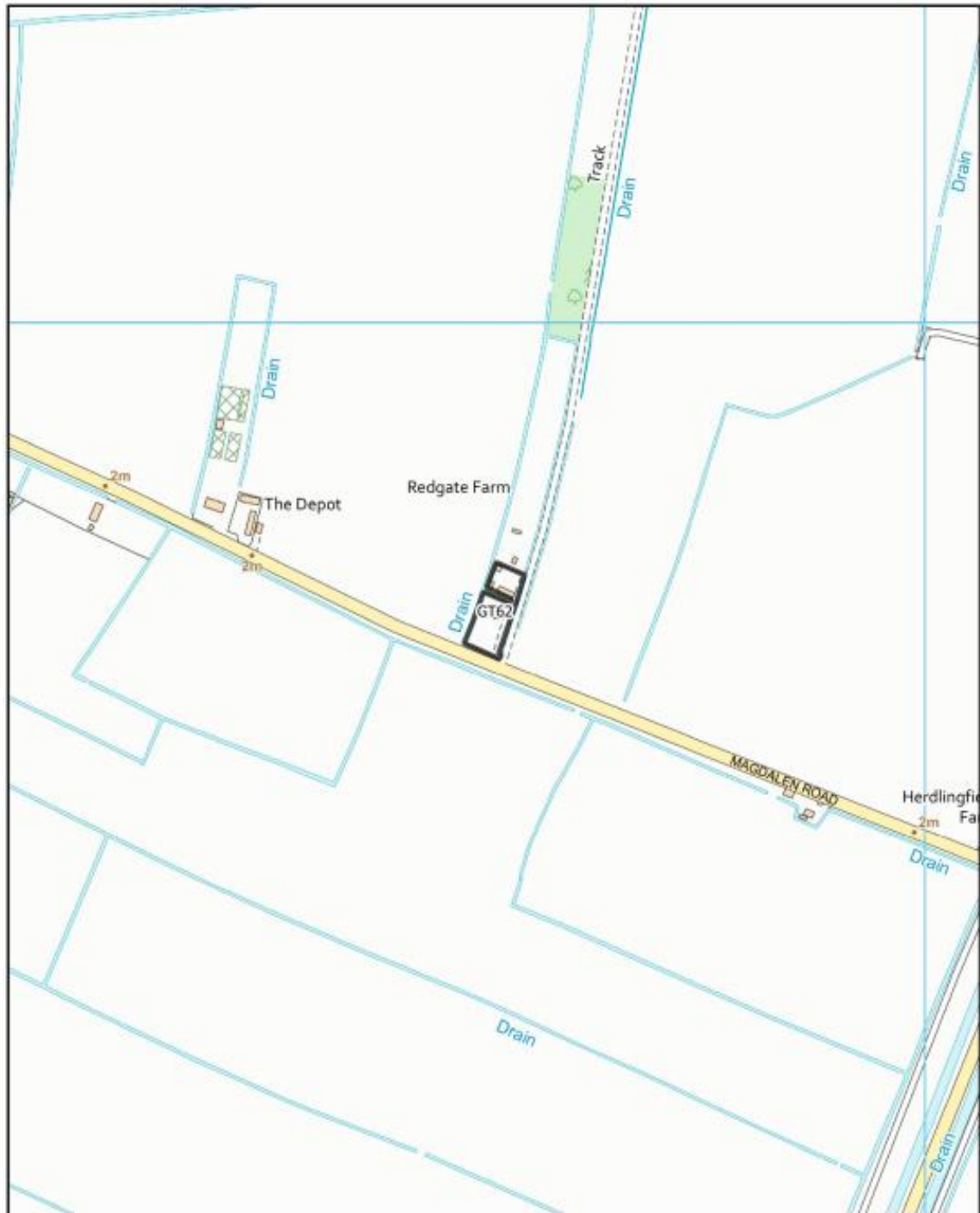


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08/12/2023

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



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

GT62



1:5,000

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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 10th 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

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) 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

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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 8th 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 size¹. 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.

¹ 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 1st 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, Wiggenhall 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. |

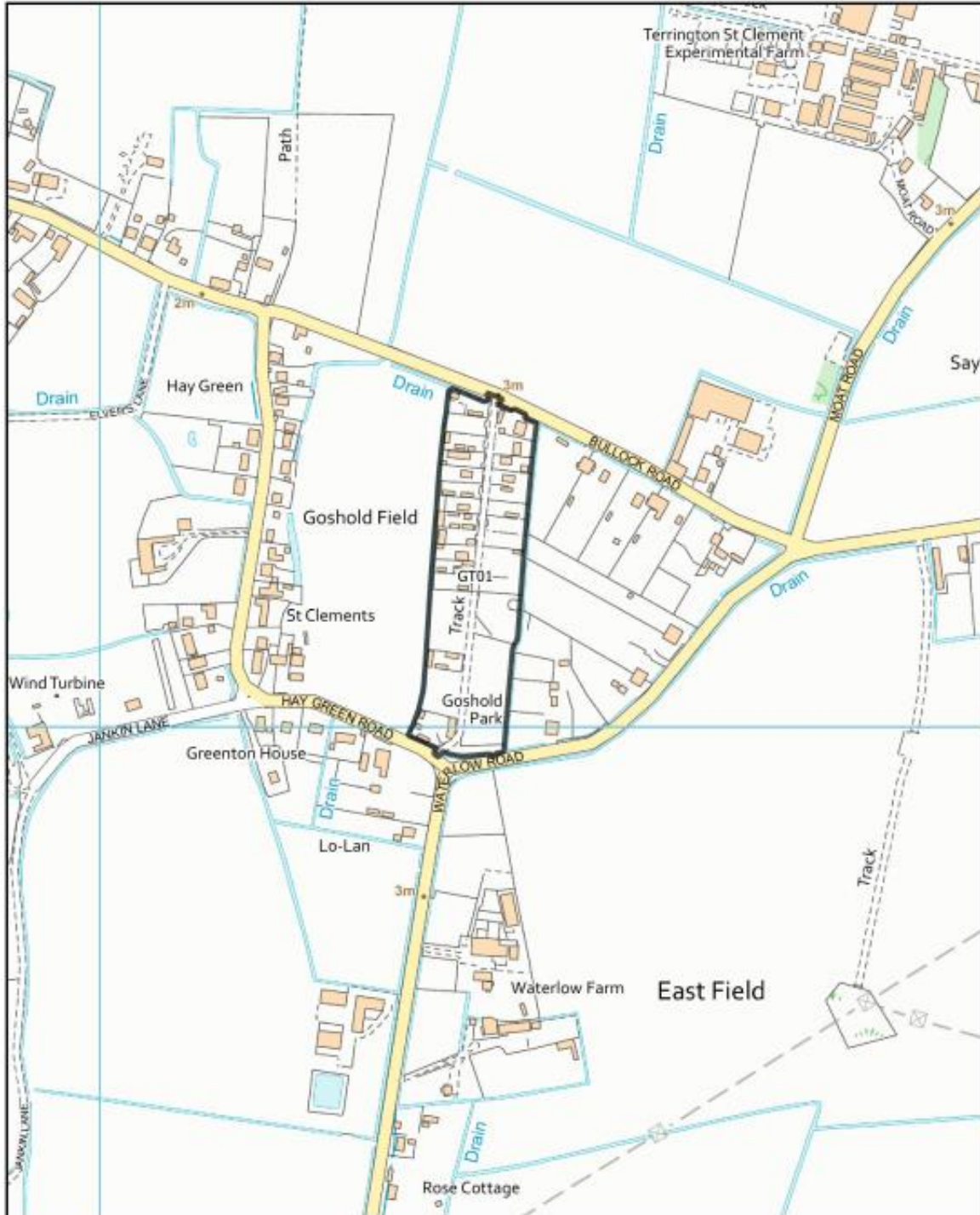
| Trajectory | |
|----------------------------|-----|
| Likely development period? | n/a |

| 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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| | | | |
|---|---|----------------|---------|
| 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? | 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. 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 |

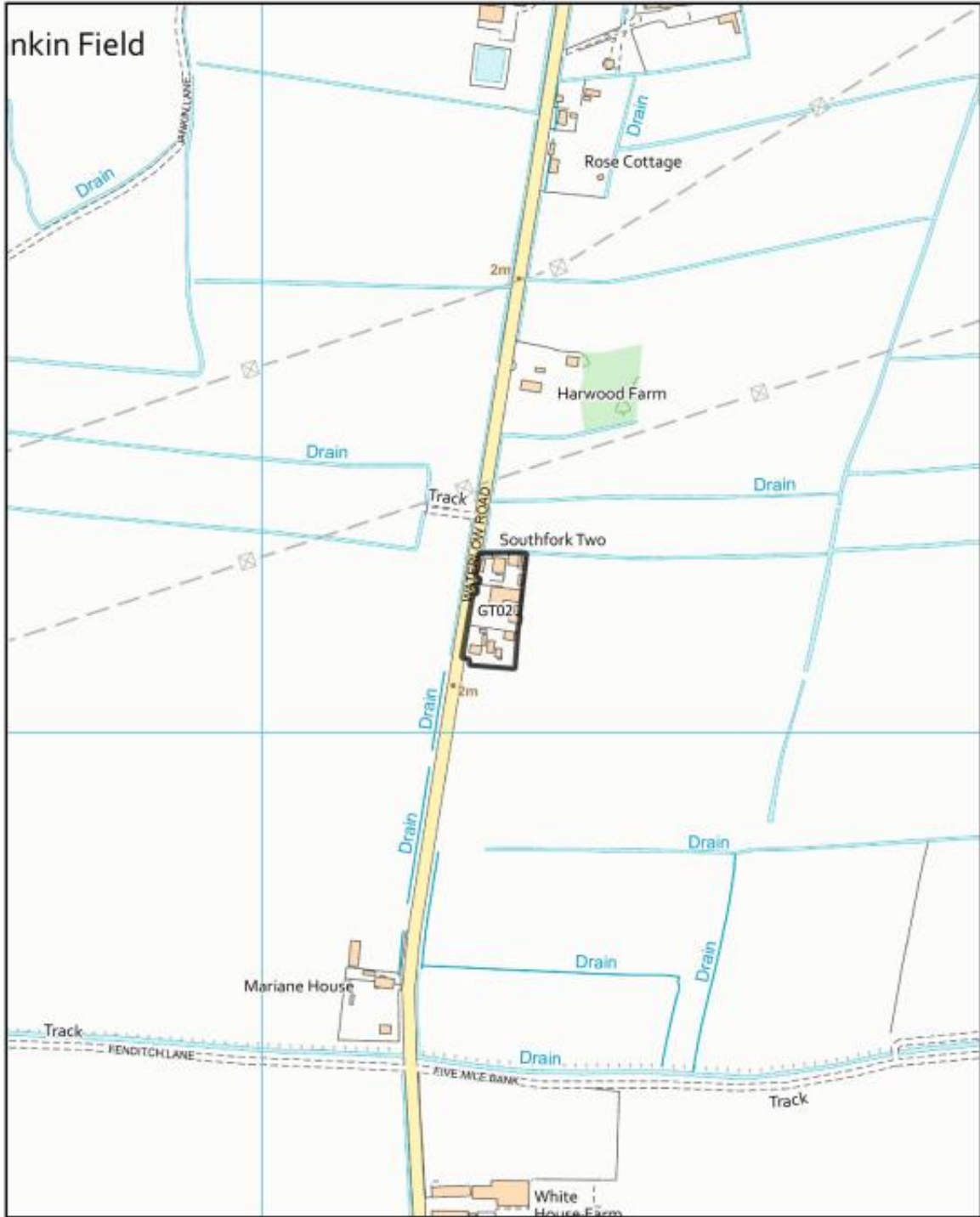
| Conclusion | |
|--|--|
| The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms 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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| | | | |
|--|---|----------------|---------|
| 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. |

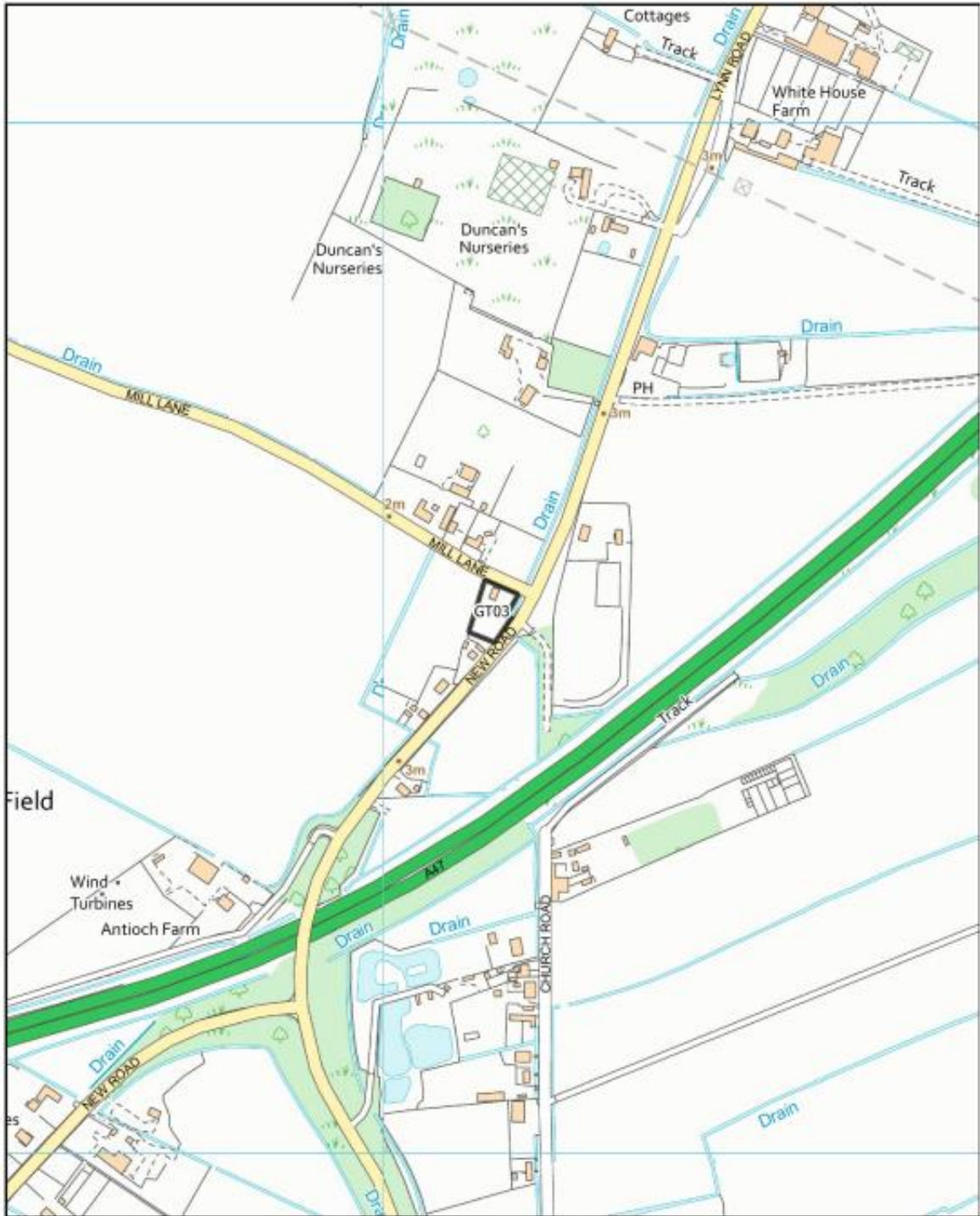
| Trajectory | |
|----------------------------|-----|
| Likely development period? | n/a |

| 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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| | | | |
|---|--|----------------|---------|
| 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 |

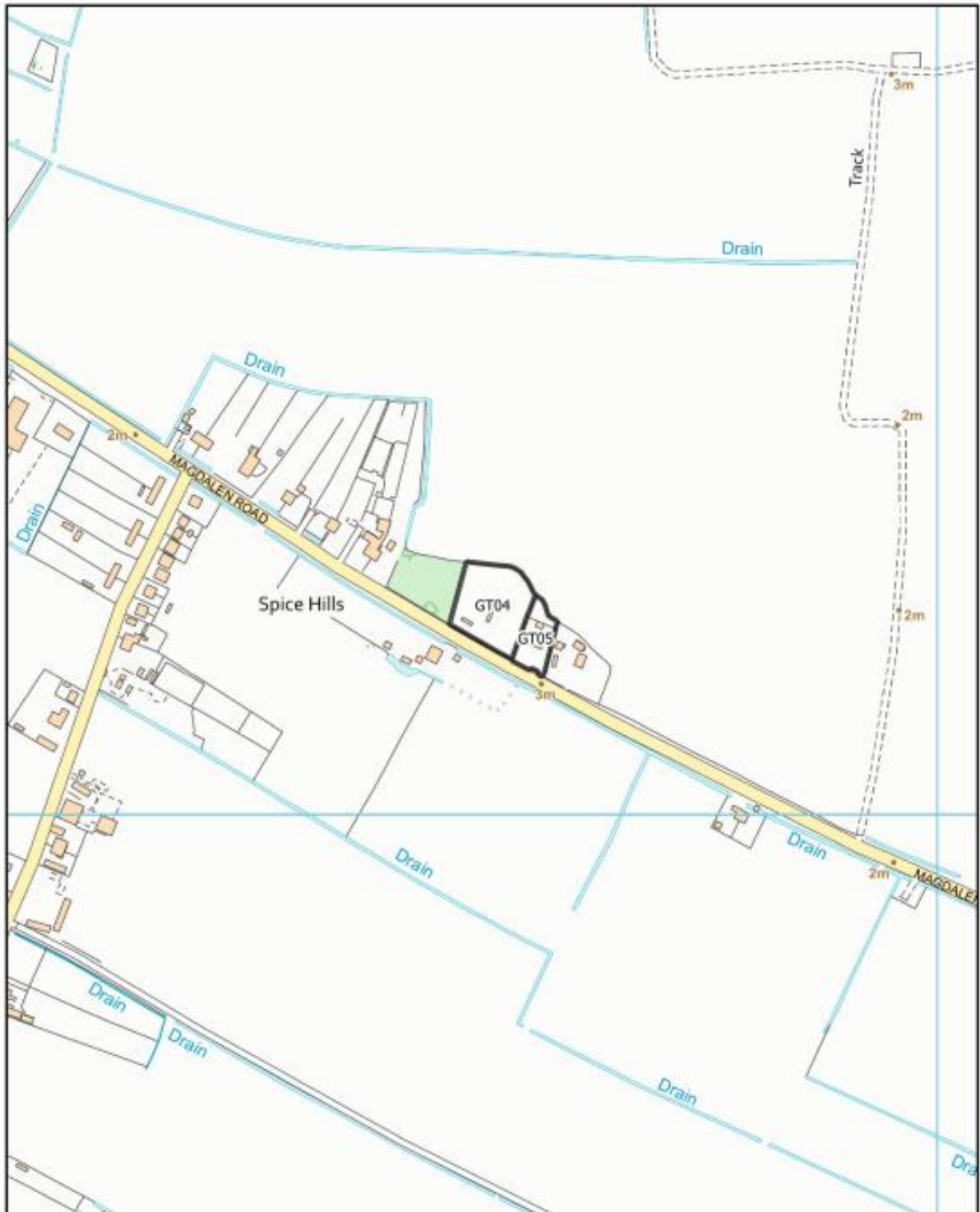
| Conclusion | |
|--|--|
| <p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in 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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| | | | |
|---|--|----------------|---------|
| 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 | Green | 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 | 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 | 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 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 |

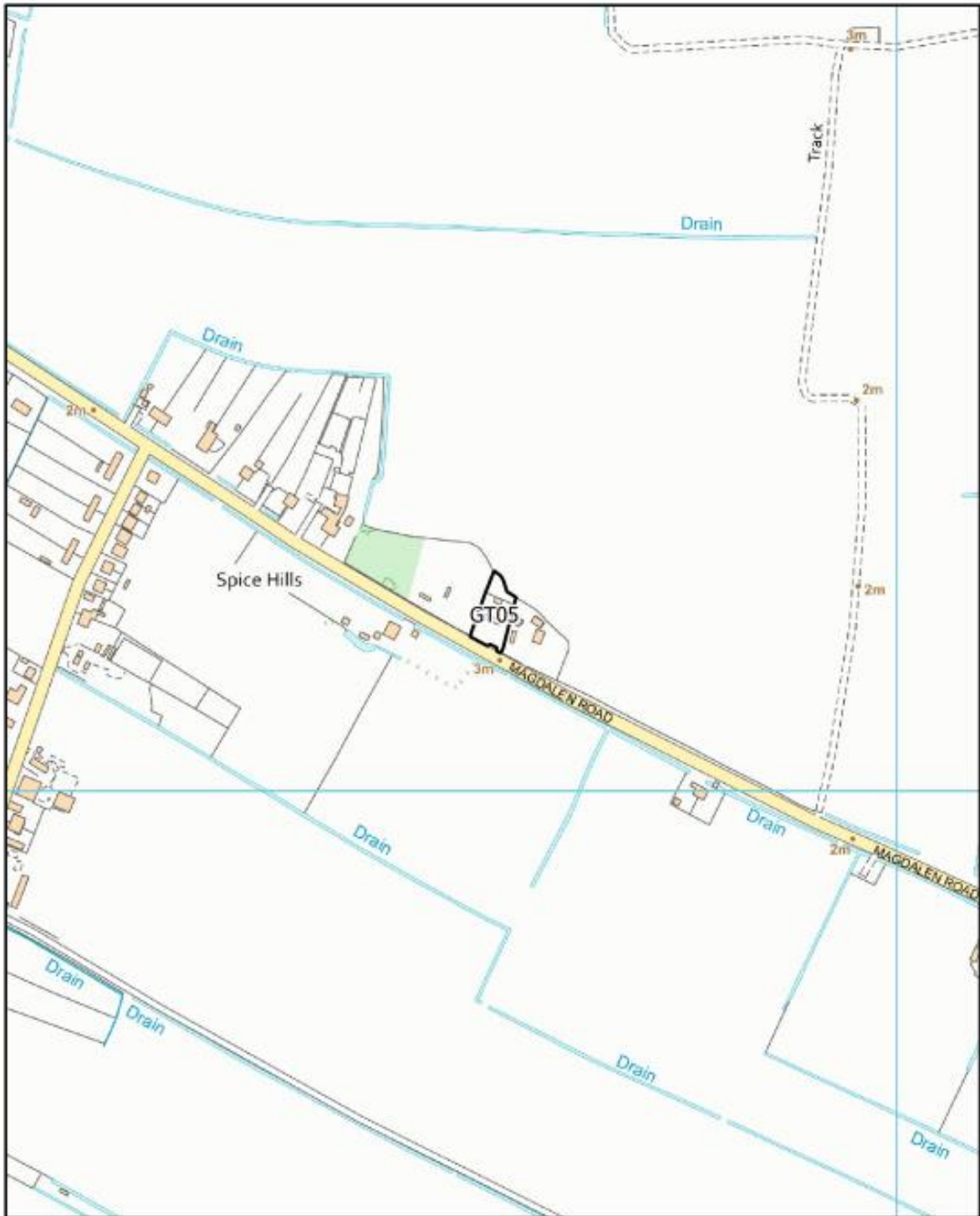
| Conclusion | |
|---|--|
| The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in 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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| | | | |
|---|--|----------------|---------|
| 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? | 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 | | 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 |

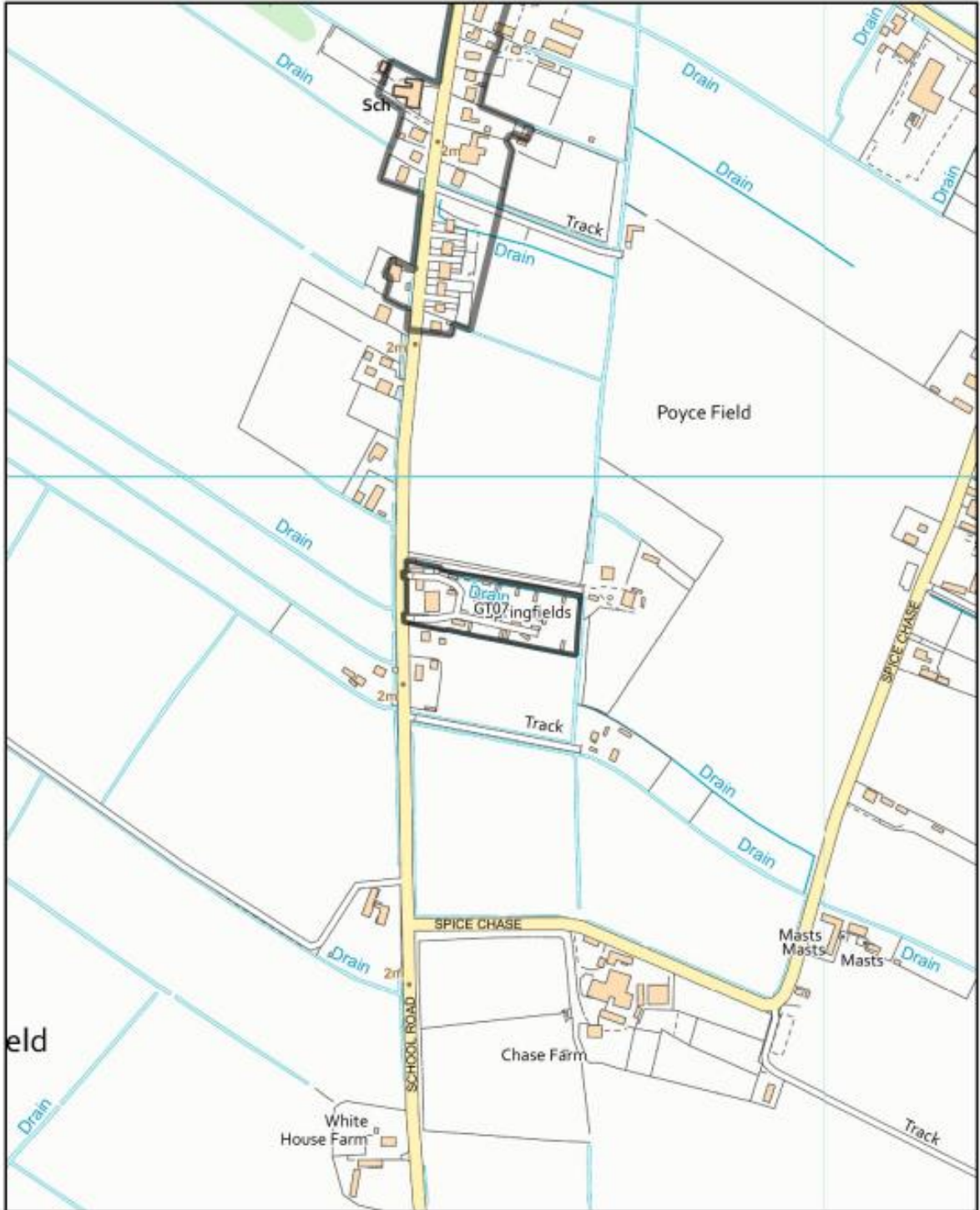
| Achievability (including Viability) | |
|-------------------------------------|---|
| Is the site achievable? | No |
| Achievability Comments | There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023. |

| 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. |

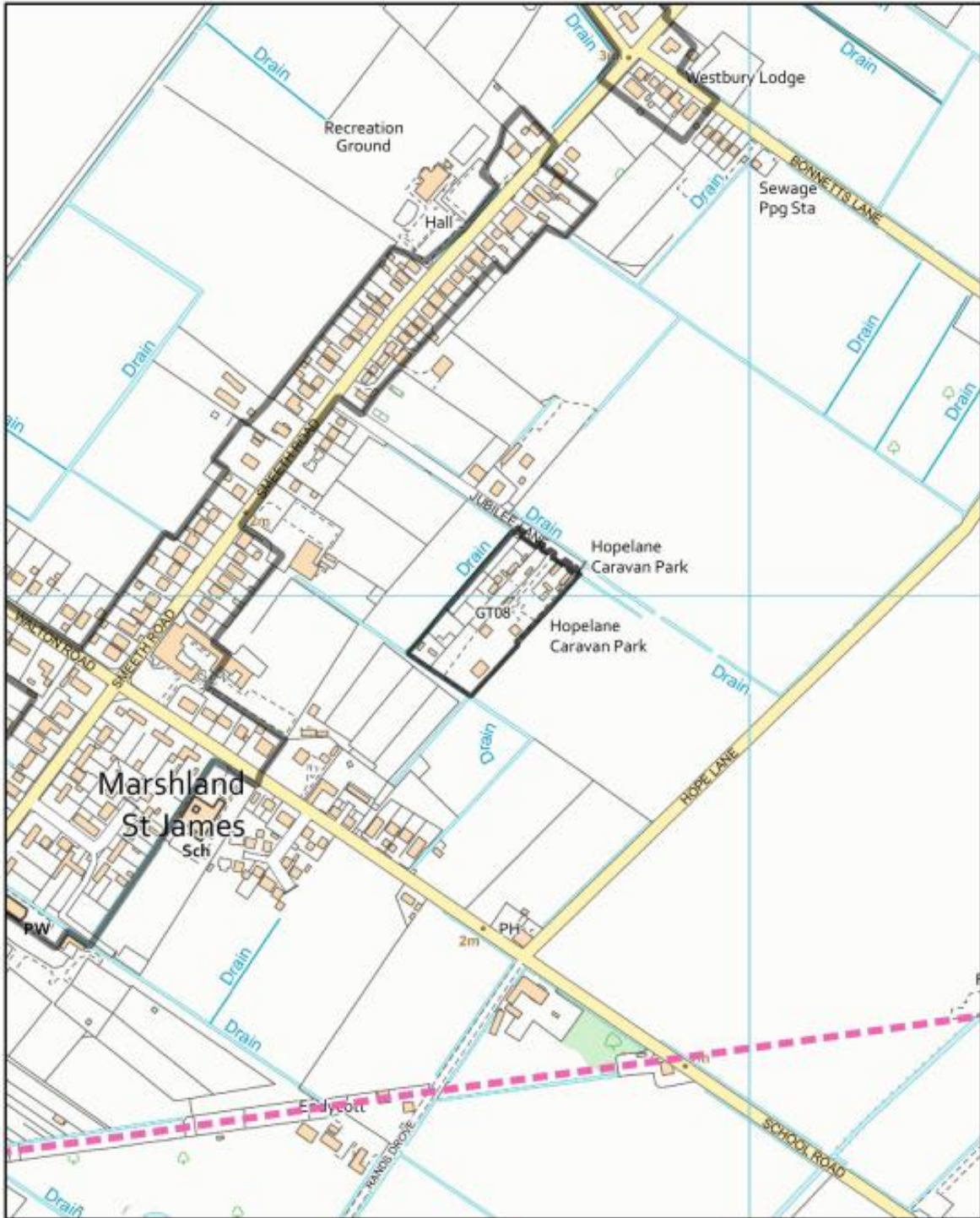
| Availability Assessment | |
|---|---------------|
| Is the site available in the plan period? | Not Available |
| When is the site available? | Unknown |
| Is the site being marketed? | Unknown |
| Availability Comments, (including build out rate) | |
| Site Capacity | 0 |

| 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? | The site is 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 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. |

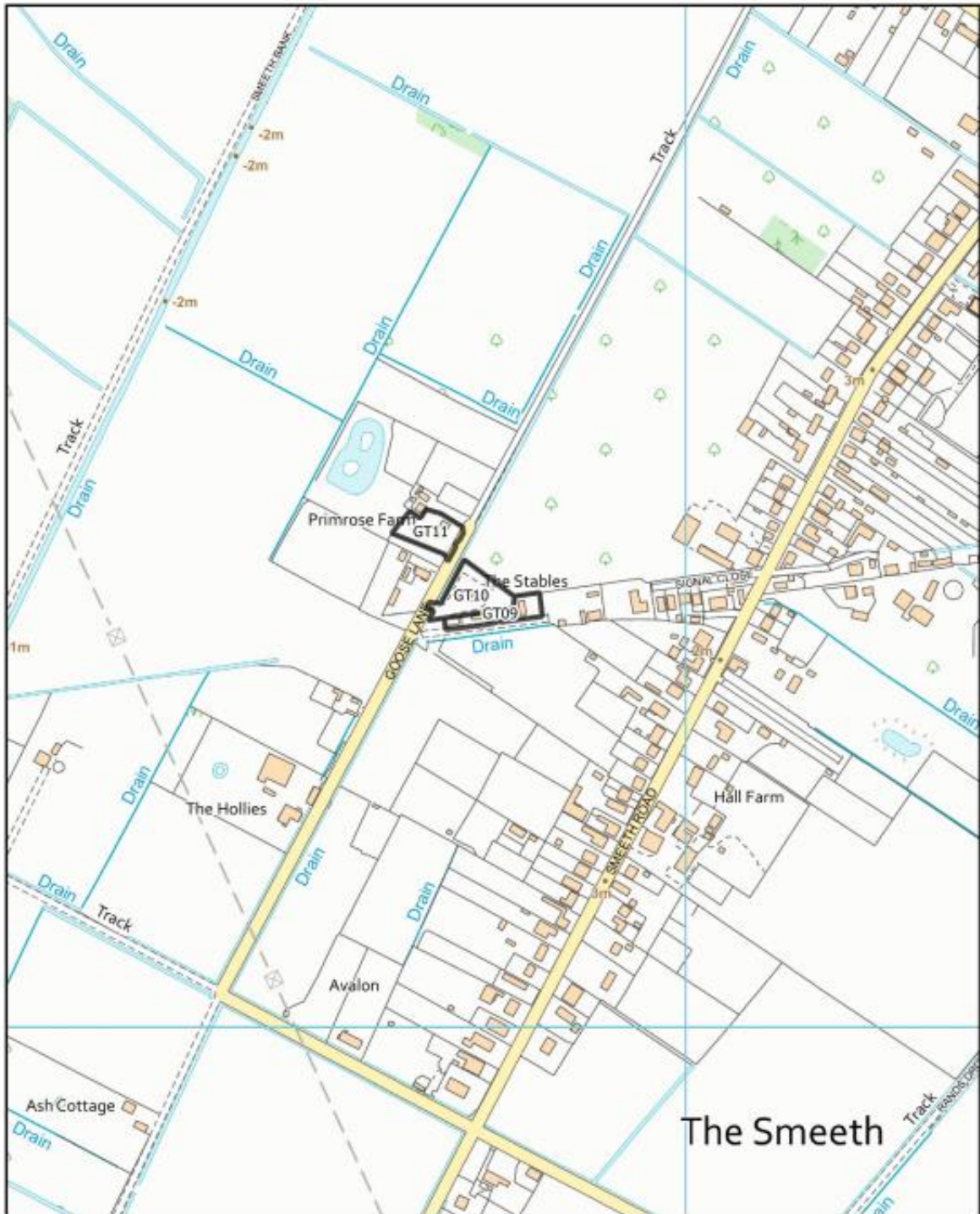
| Trajectory | |
|----------------------------|-----------|
| Likely development period? | 0-5 years |

| 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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| | | | |
|---|---|----------------|---------|
| 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? | 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. 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. |

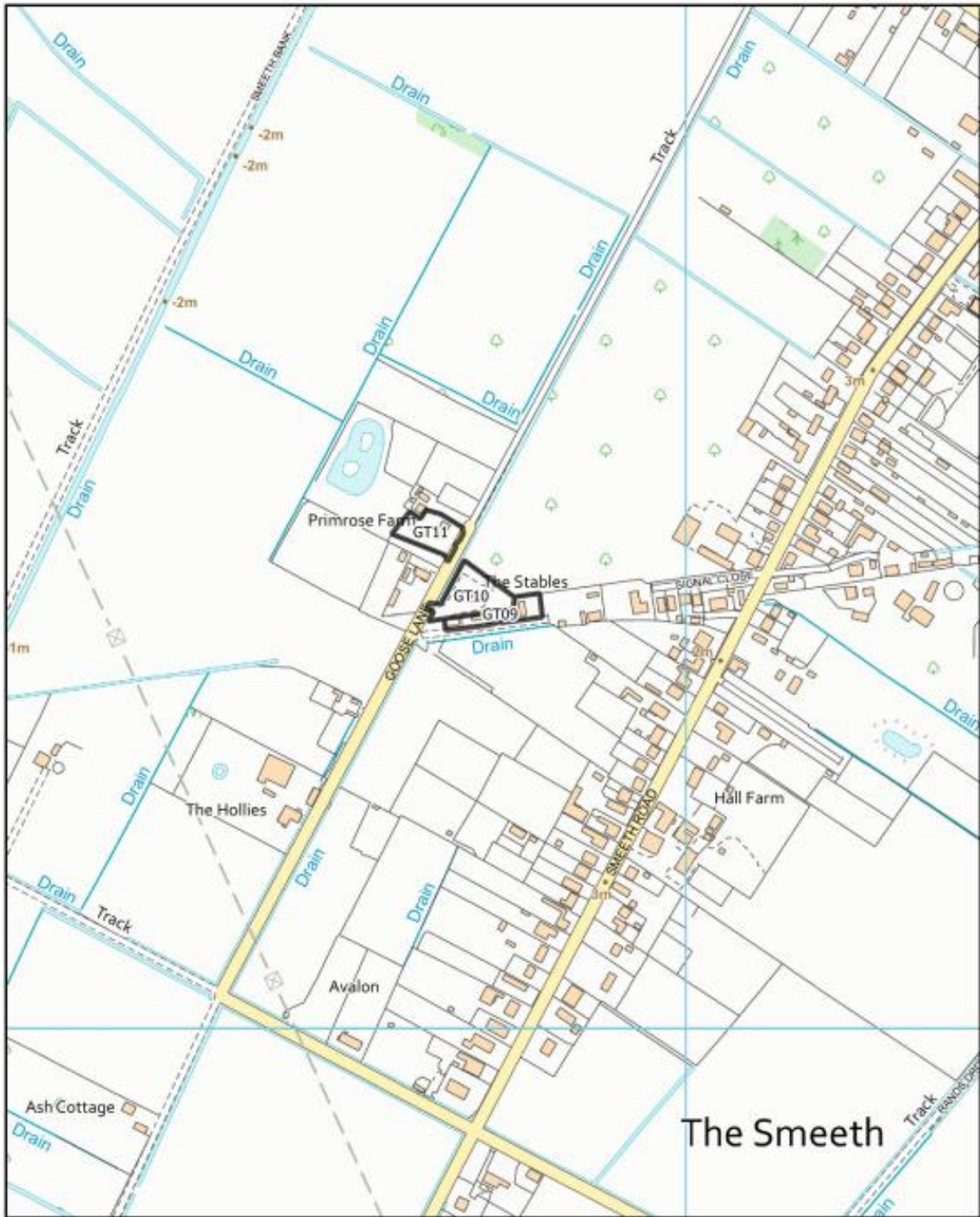
| Trajectory | |
|----------------------------|-----|
| Likely development period? | n/a |

| 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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| | | | |
|---|--|----------------|---------|
| 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? | The site is 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 | | 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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| | | | |
|---|----------------------------|----------------|---------|
| 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. |

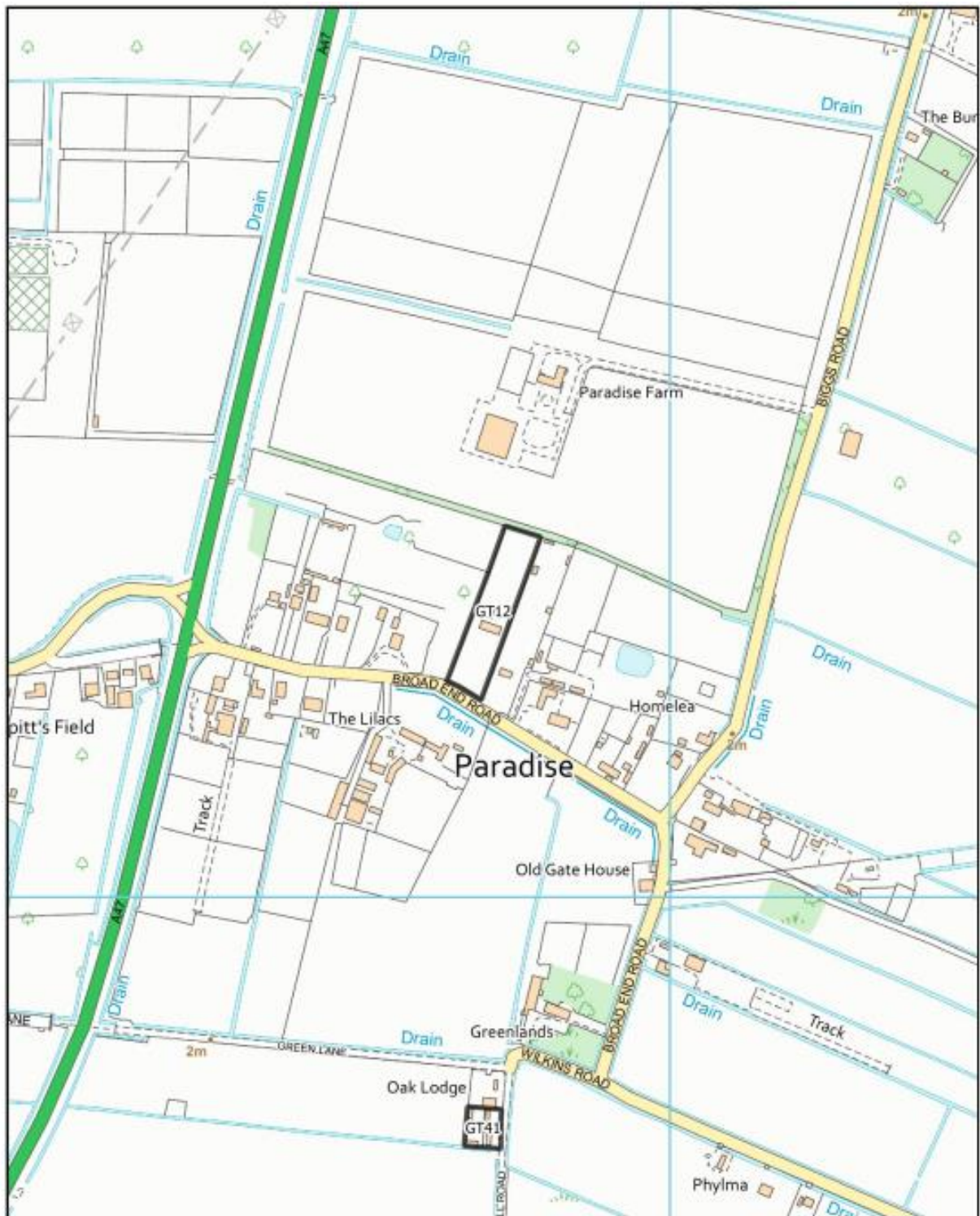
| | | |
|---|--|---|
| Transport and Roads | | Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required. |
| Coastal Change | | The site is not adjacent to a Coastal Flood Hazard Zone. |
| Compatibility with Neighbouring/ 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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| | | | |
|---|--|----------------|---------|
| 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 |

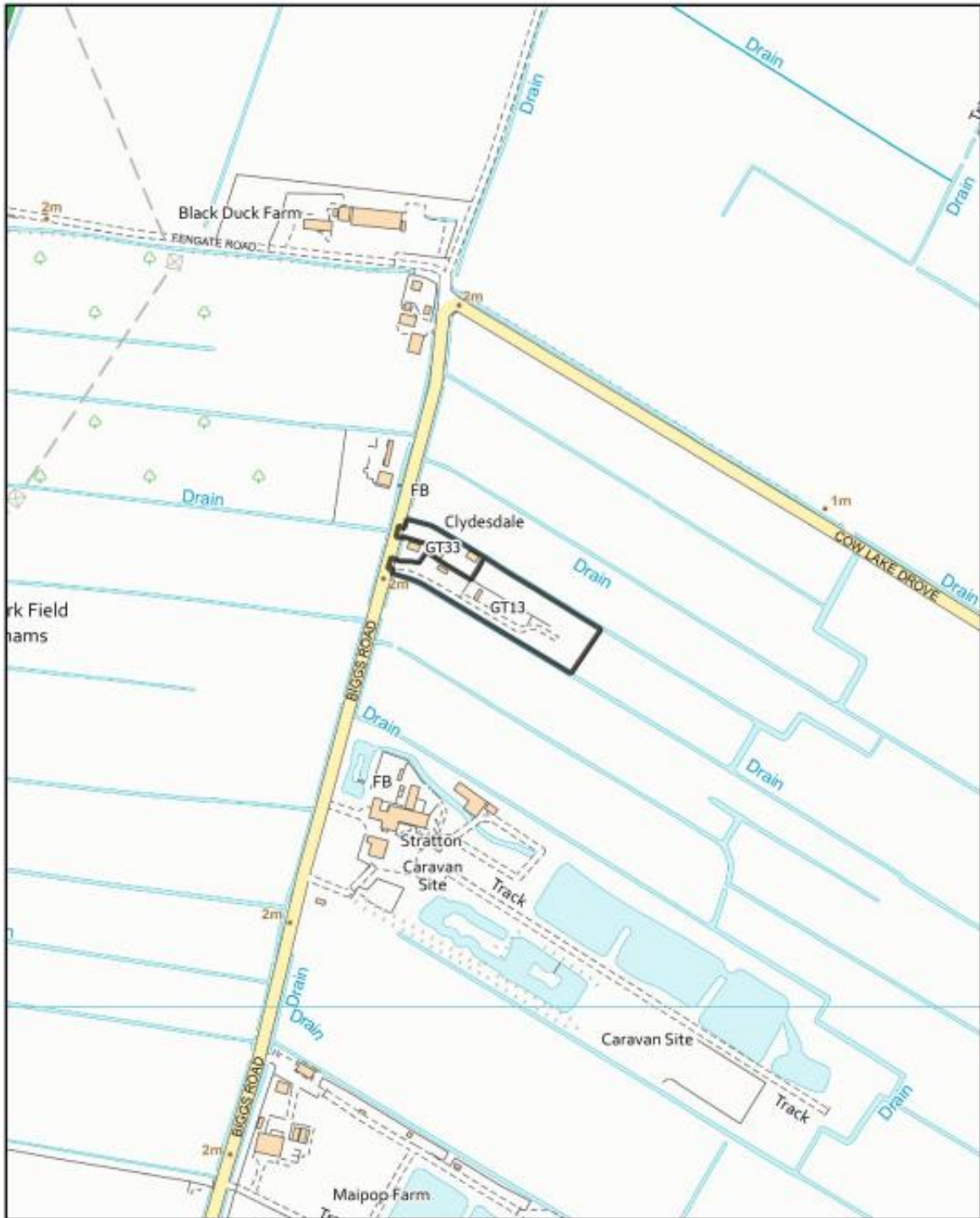
| Achievability (including Viability) | |
|-------------------------------------|--|
| Is the site achievable? | No |
| Achievability Comments | There is no identified current or 5-year need for additional pitches as identified within the GTAA 2023. |

| 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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| | | | |
|---|---|----------------|-------------------------|
| 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? | 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 | 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. |

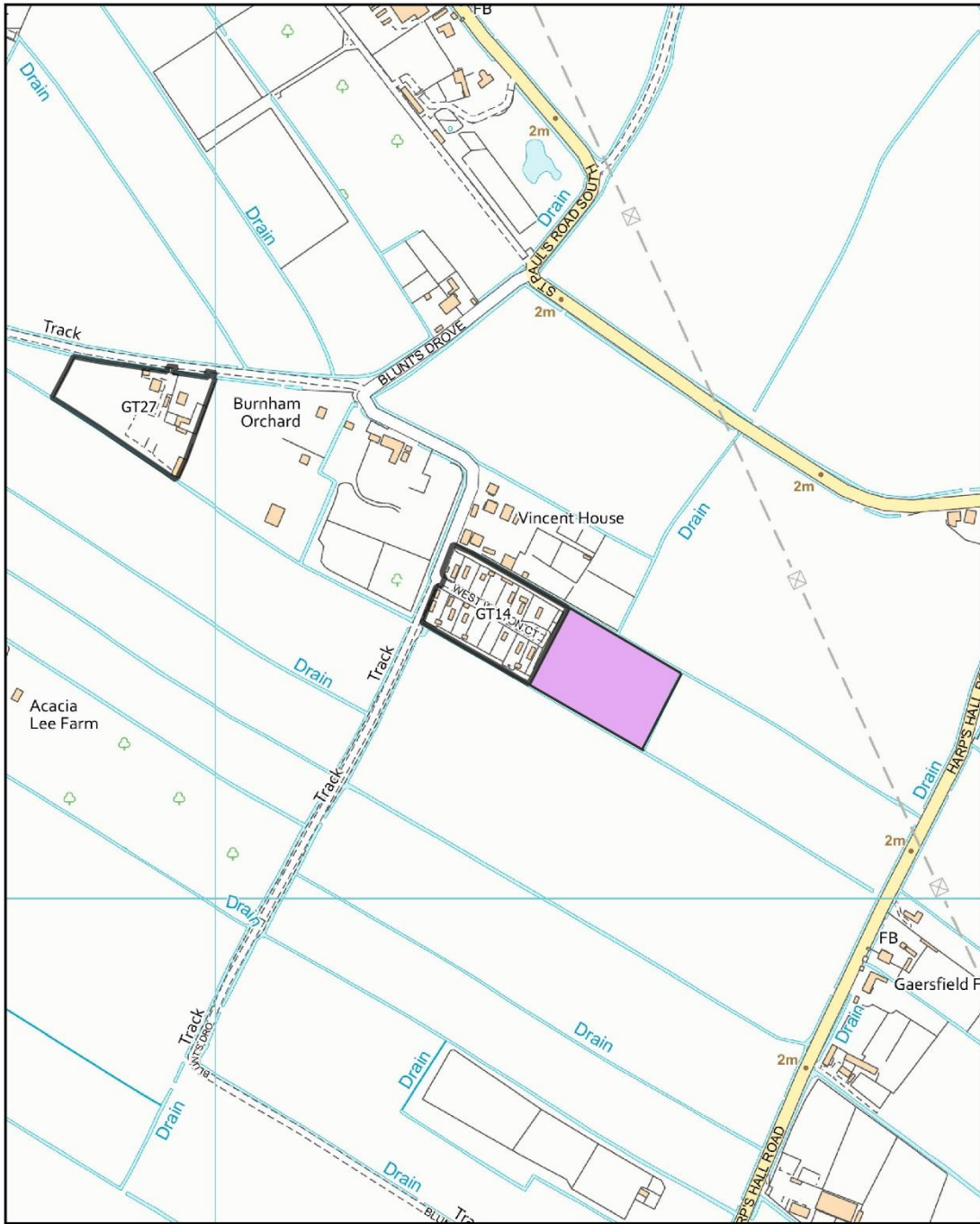
| Trajectory | |
|----------------------------|-----------|
| Likely development period? | 0-5 years |

| 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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| | | | |
|---|---|----------------|---------|
| 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? | The site is Potentially suitable |
| 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.

| | | | |
|---|---|----------------|--------|
| 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 |

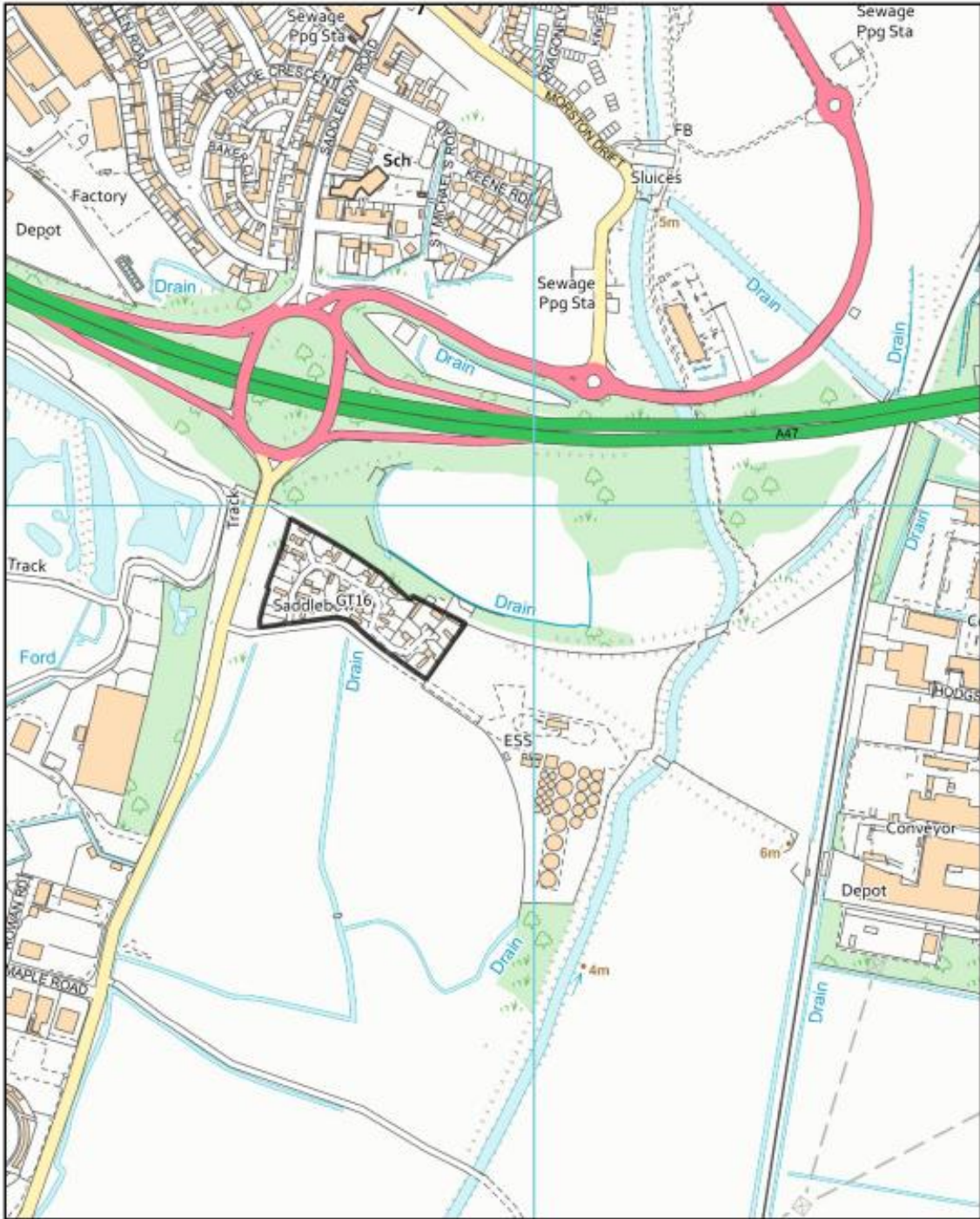
| Achievability (including Viability) | |
|-------------------------------------|---|
| Is the site achievable? | No |
| Achievability Comments | There is no identified need for any additional pitches within the 5-years as identified within the GTAA 2023. |

| 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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| | | | |
|---|--|----------------|-------------------------|
| 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? | 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. 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. |

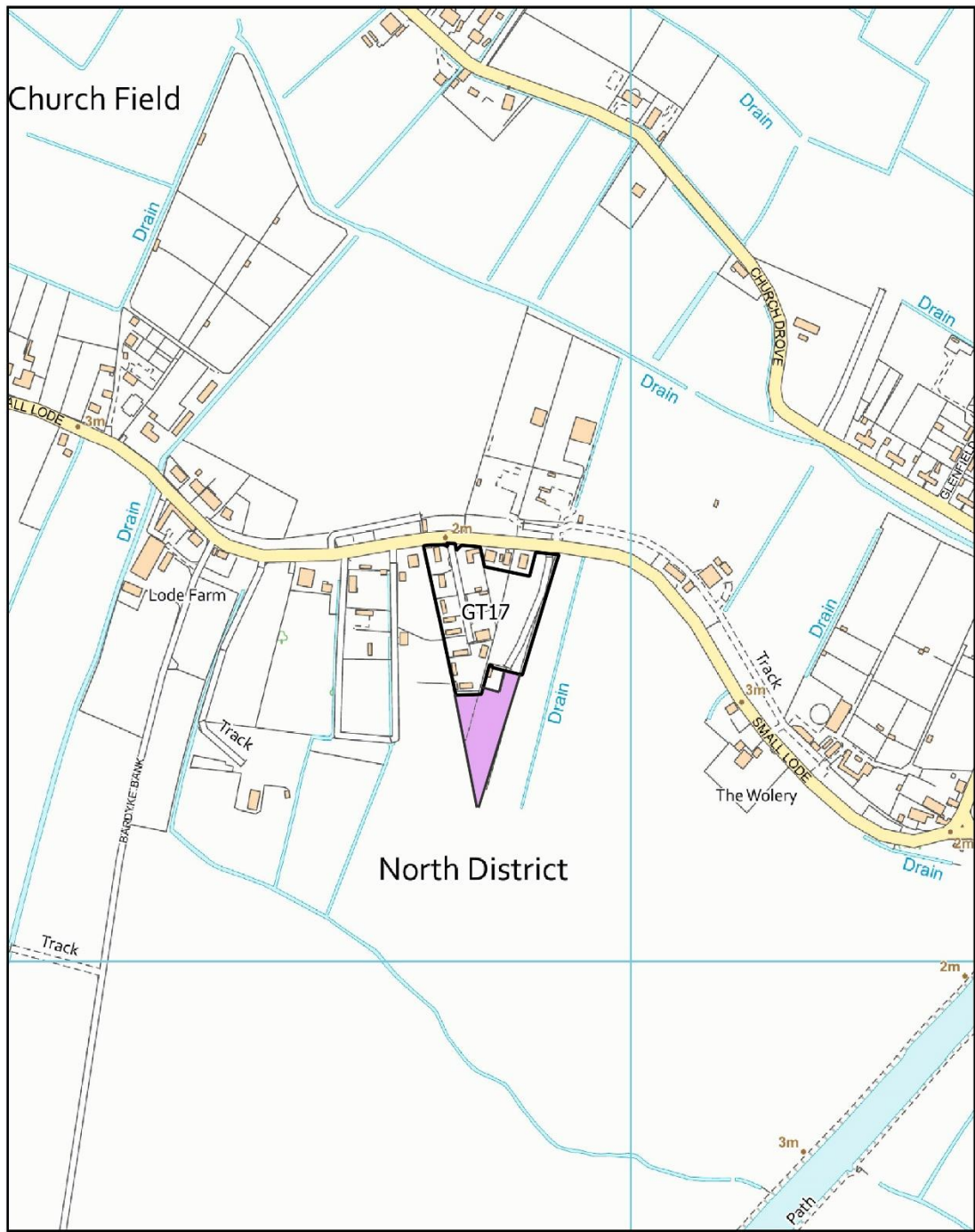
| | | |
|---|--|---|
| Compatibility with Neighbouring/ Adjoining Uses | | No Neighbouring or adjoining land use constraints identified. |
|---|--|---|

| 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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| | | | |
|---|--|----------------|-------------------------|
| 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? | 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 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 |

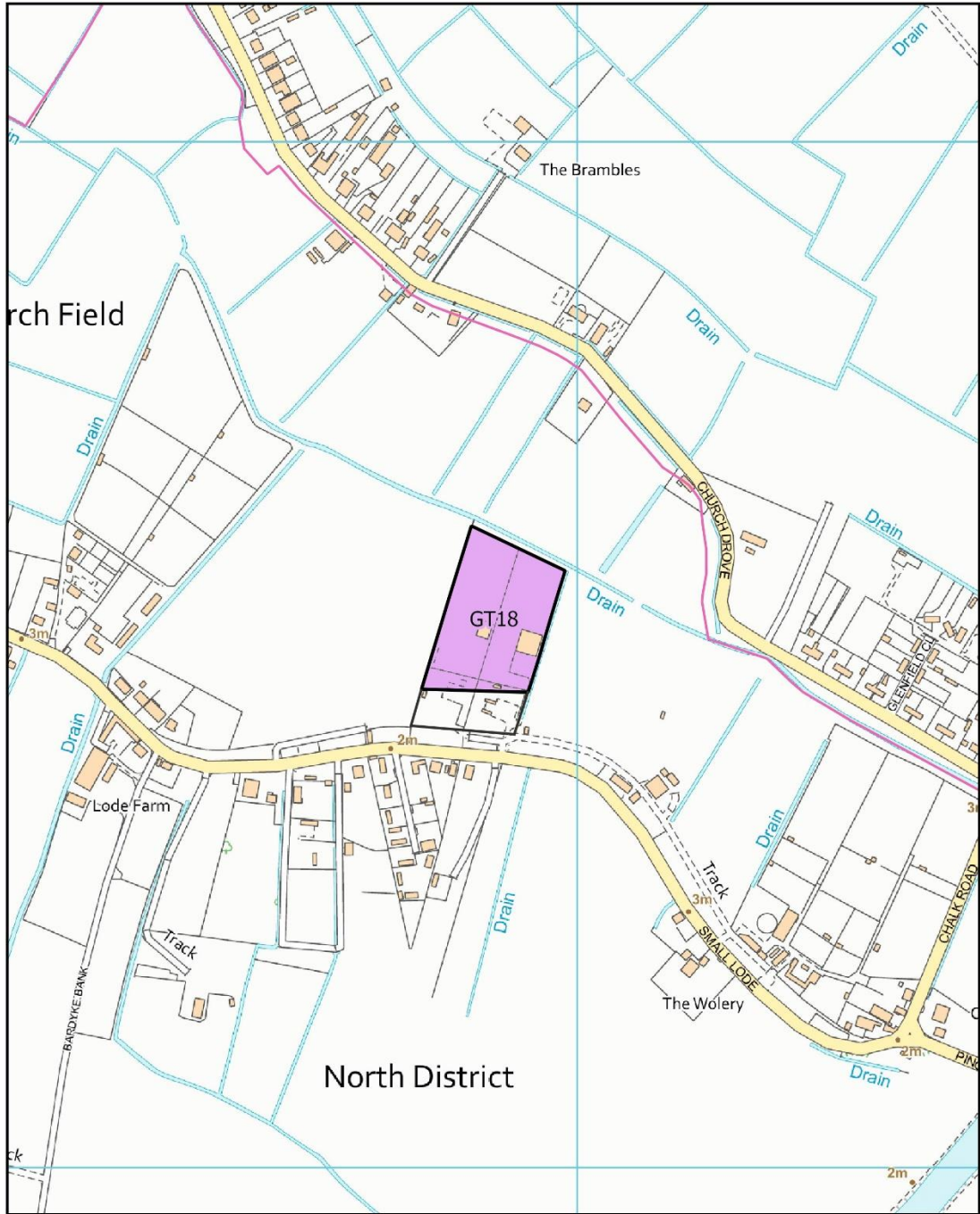
| Conclusion | |
|--|--|
| <p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in 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 |

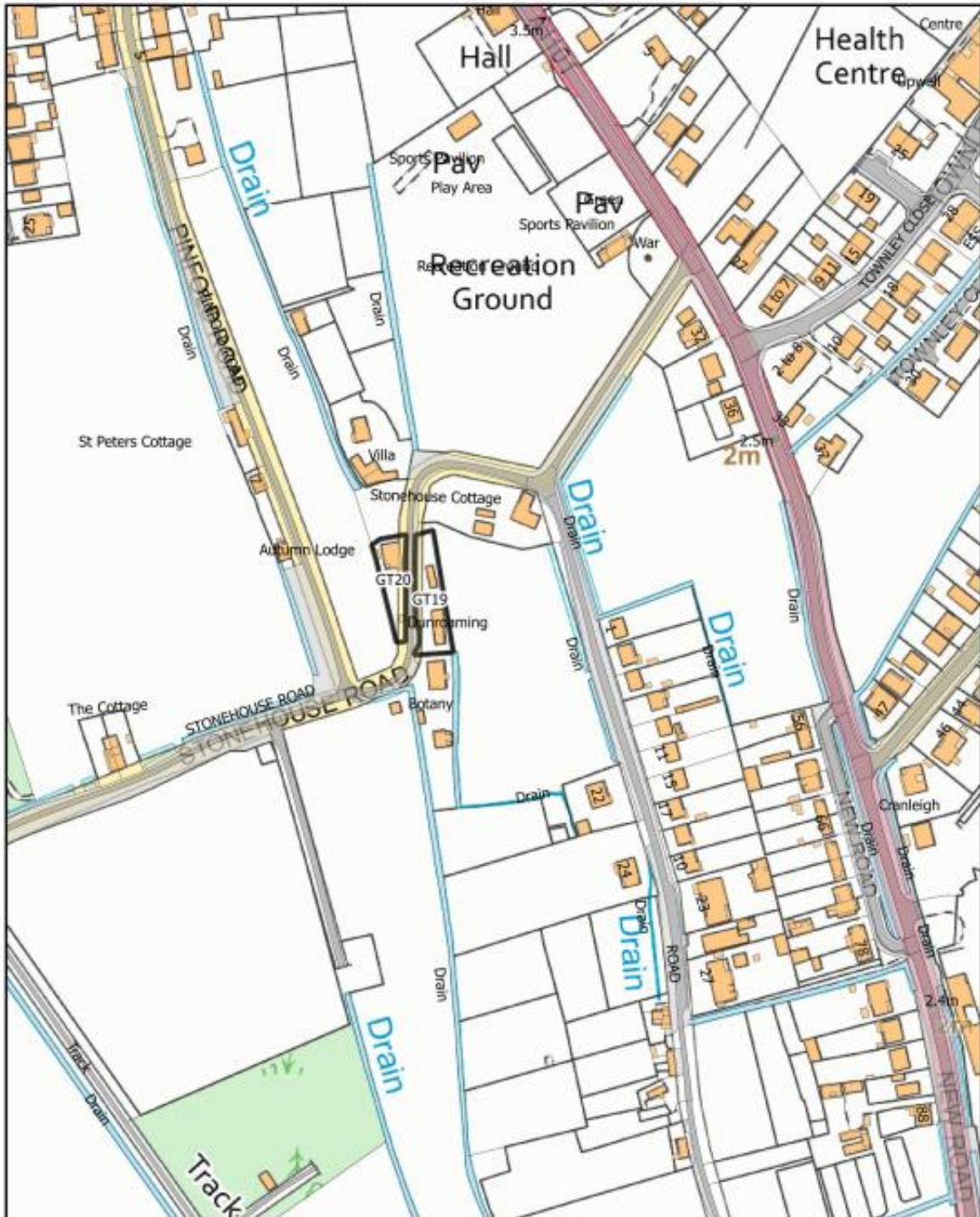
| | | |
|----------------|--|---|
| Adjoining Uses | | neighbouring/adjoin uses; however, these could be reasonably mitigated. |
|----------------|--|---|

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

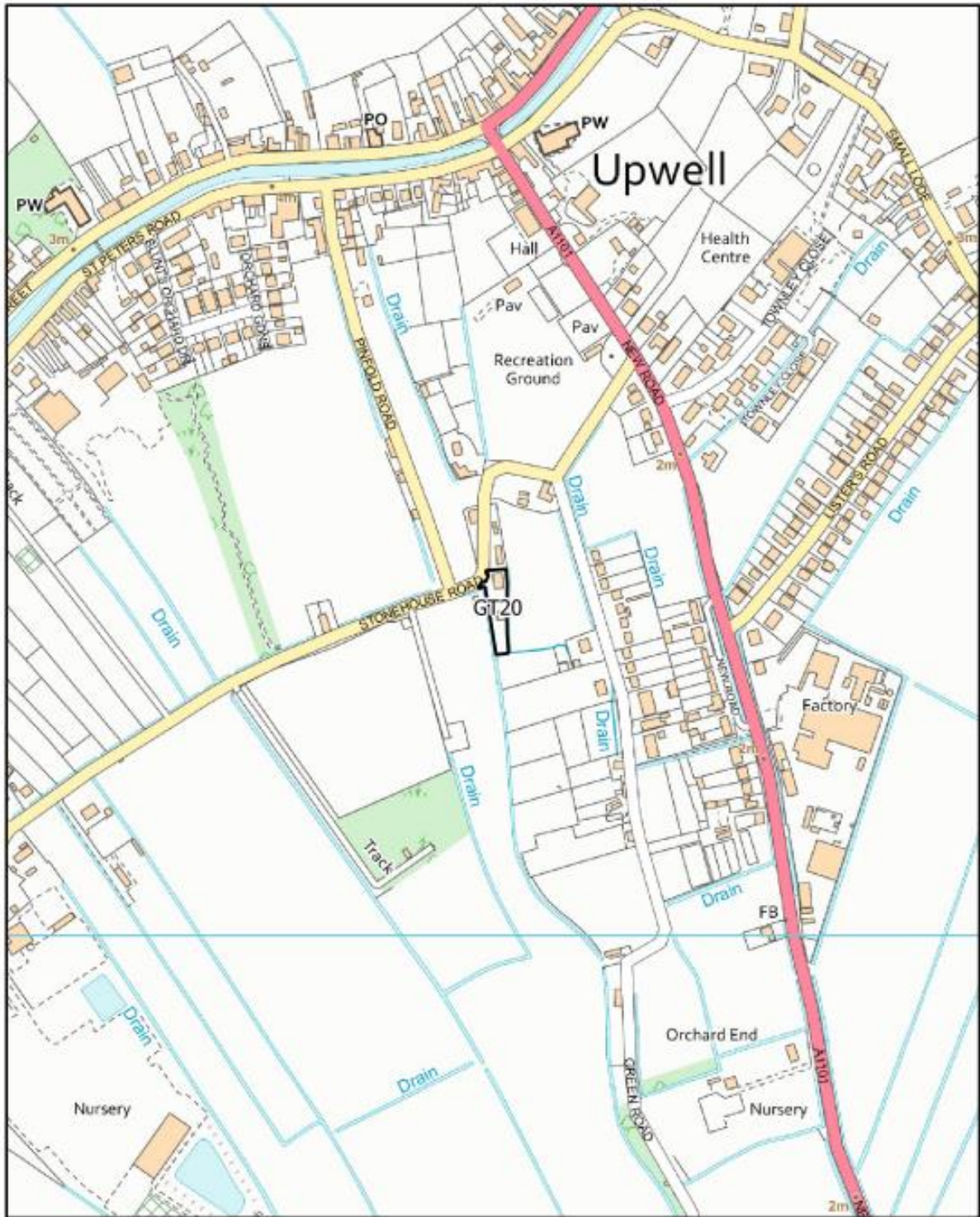
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided. |
| Accessibility to Local Services and Facilities | | Site is within 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/ 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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| | | | |
|---|-------------------------------------|----------------|---------|
| 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? | 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. 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. |

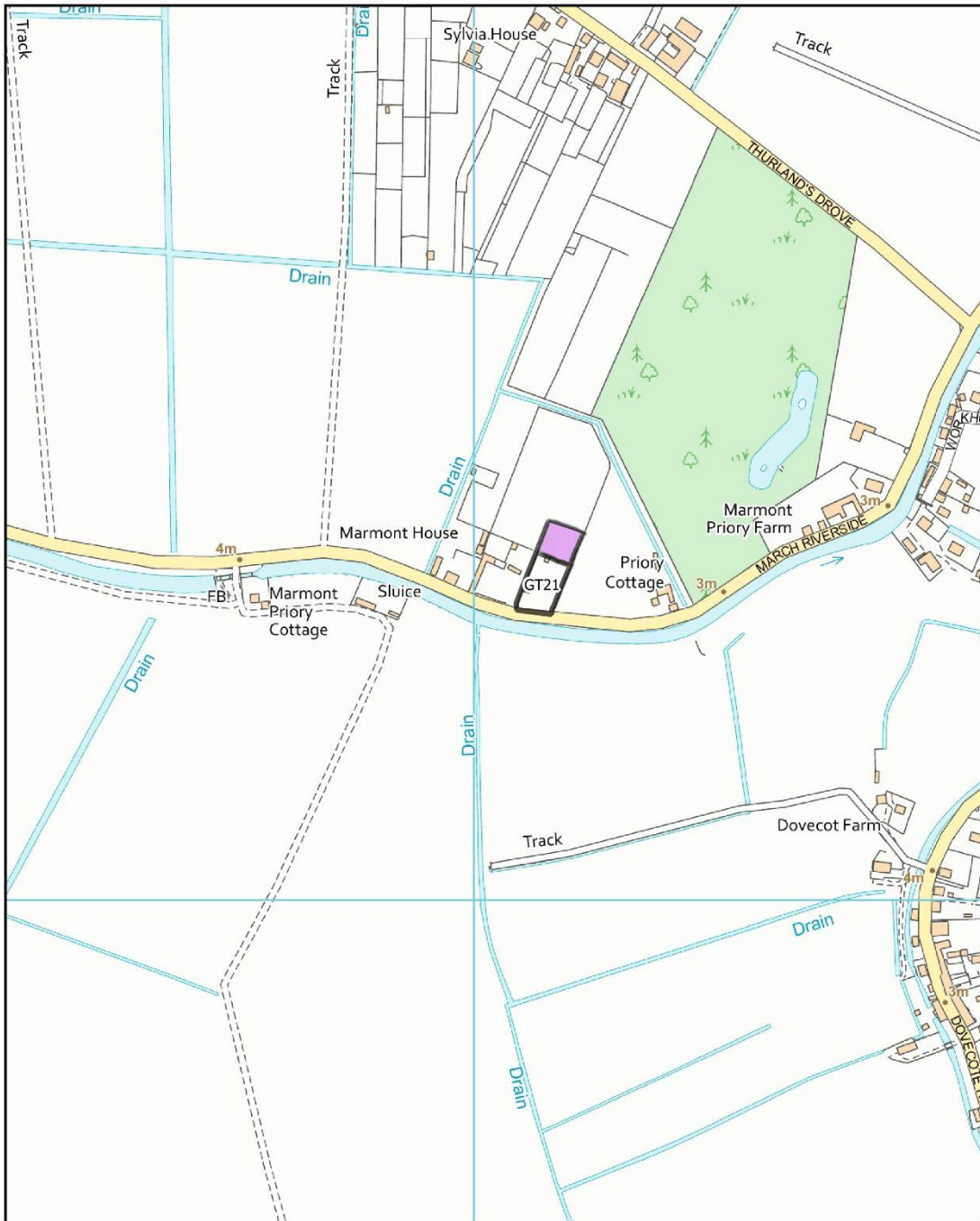
| Availability Assessment | |
|---|-------------|
| Is the site available in the plan period? | Available |
| When is the site available? | From year 1 |
| Is the site being marketed? | Unknown |
| Availability Comments, (including build out rate) | |
| Site Capacity | 5 |

| 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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| | | | |
|---|---|----------------|---------|
| 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? | 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. 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. |

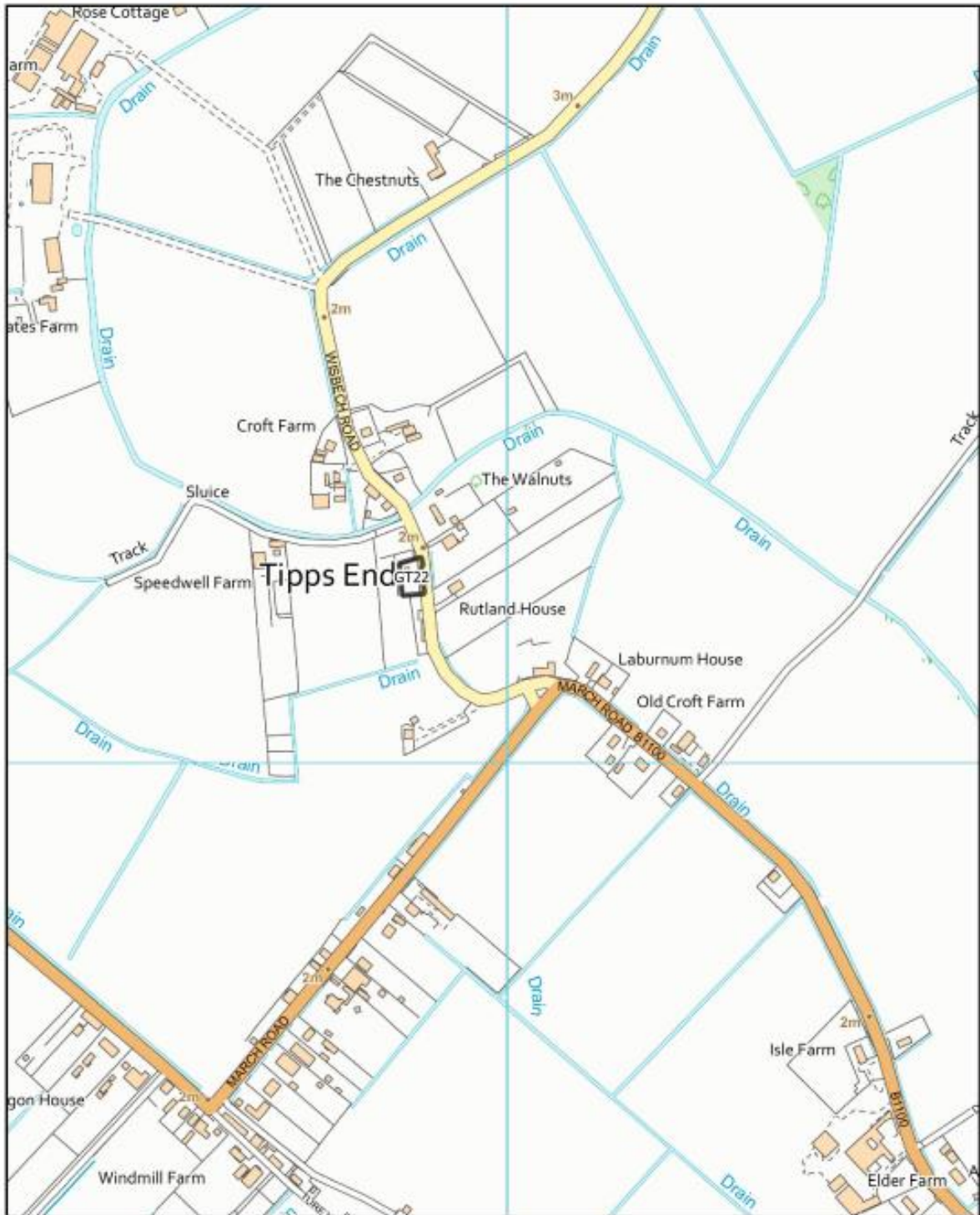
| | | |
|---|--|---|
| Compatibility with Neighbouring/ Adjoining Uses | | No Neighbouring or adjoining land use constraints identified. |
|---|--|---|

| 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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| | | | |
|---|---|----------------|---------|
| 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 | | <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 need for any additional pitches within the 5-years as identified within the GTAA 2023. |

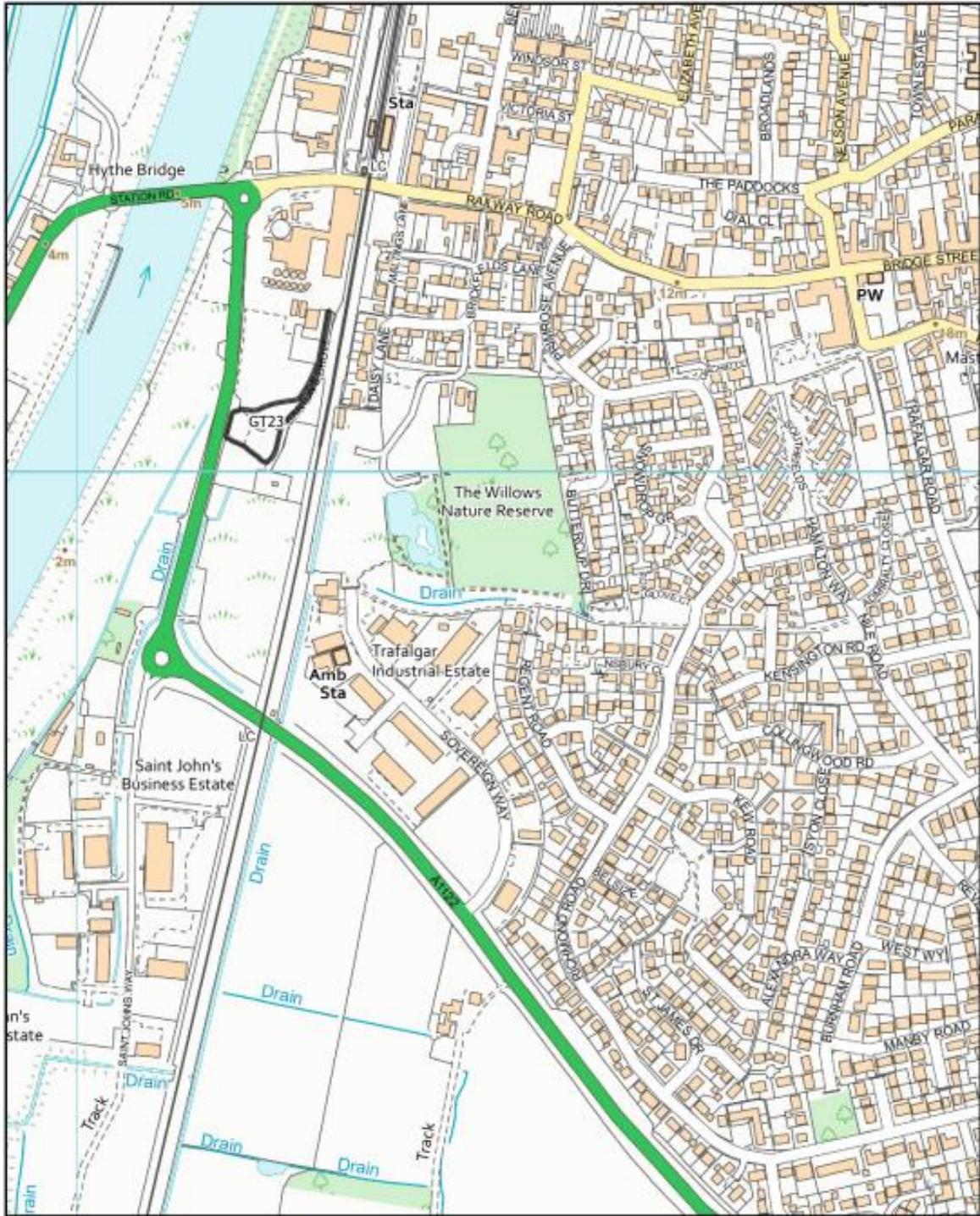
| Trajectory | |
|----------------------------|-----|
| Likely development period? | n/a |

| 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? | 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. 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. |
|----------------|--|---|

| 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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| | | | |
|---|---------------------------------|----------------|---------|
| 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. |

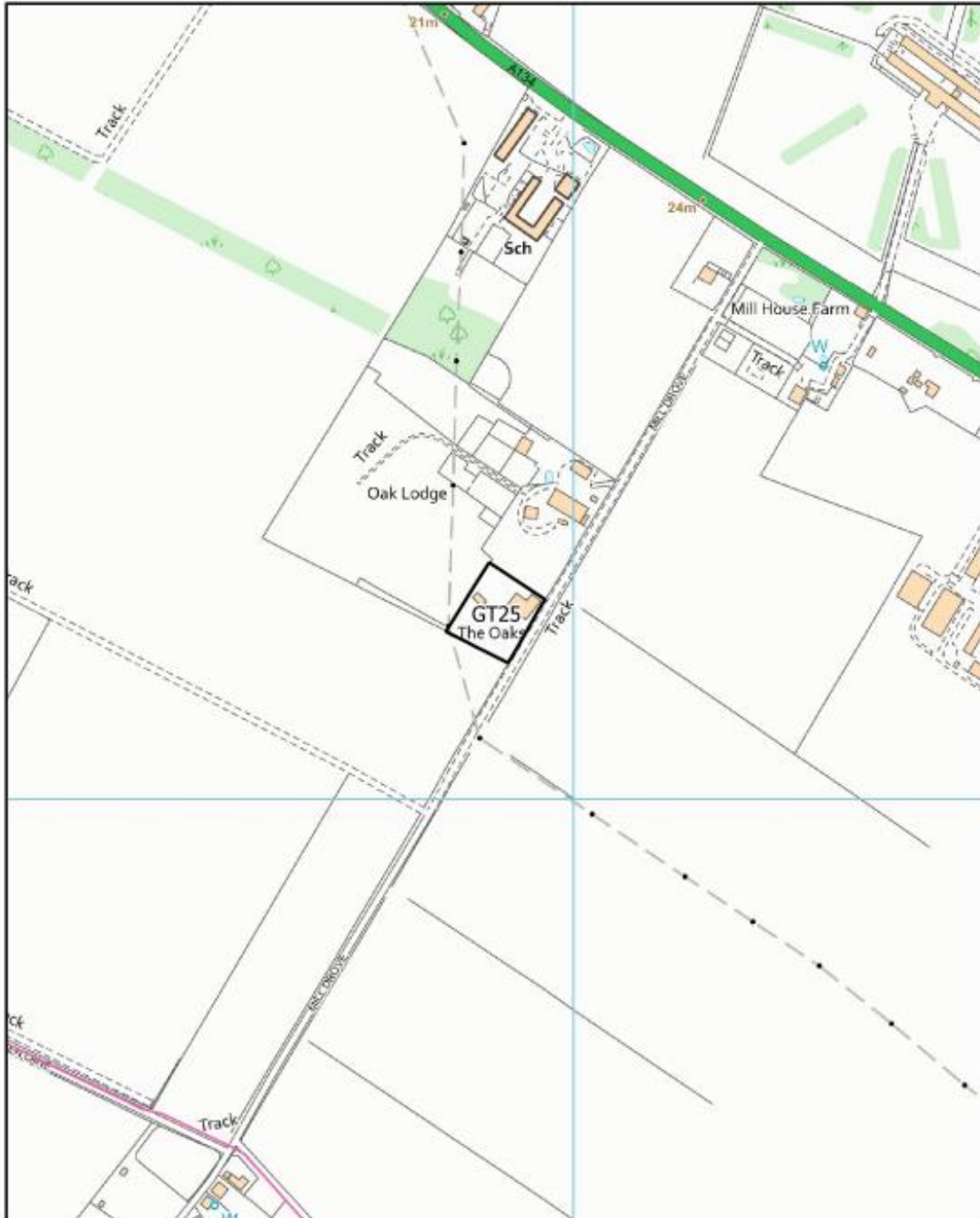
| | |
|----------------|--|
| Adjoining Uses | |
|----------------|--|

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

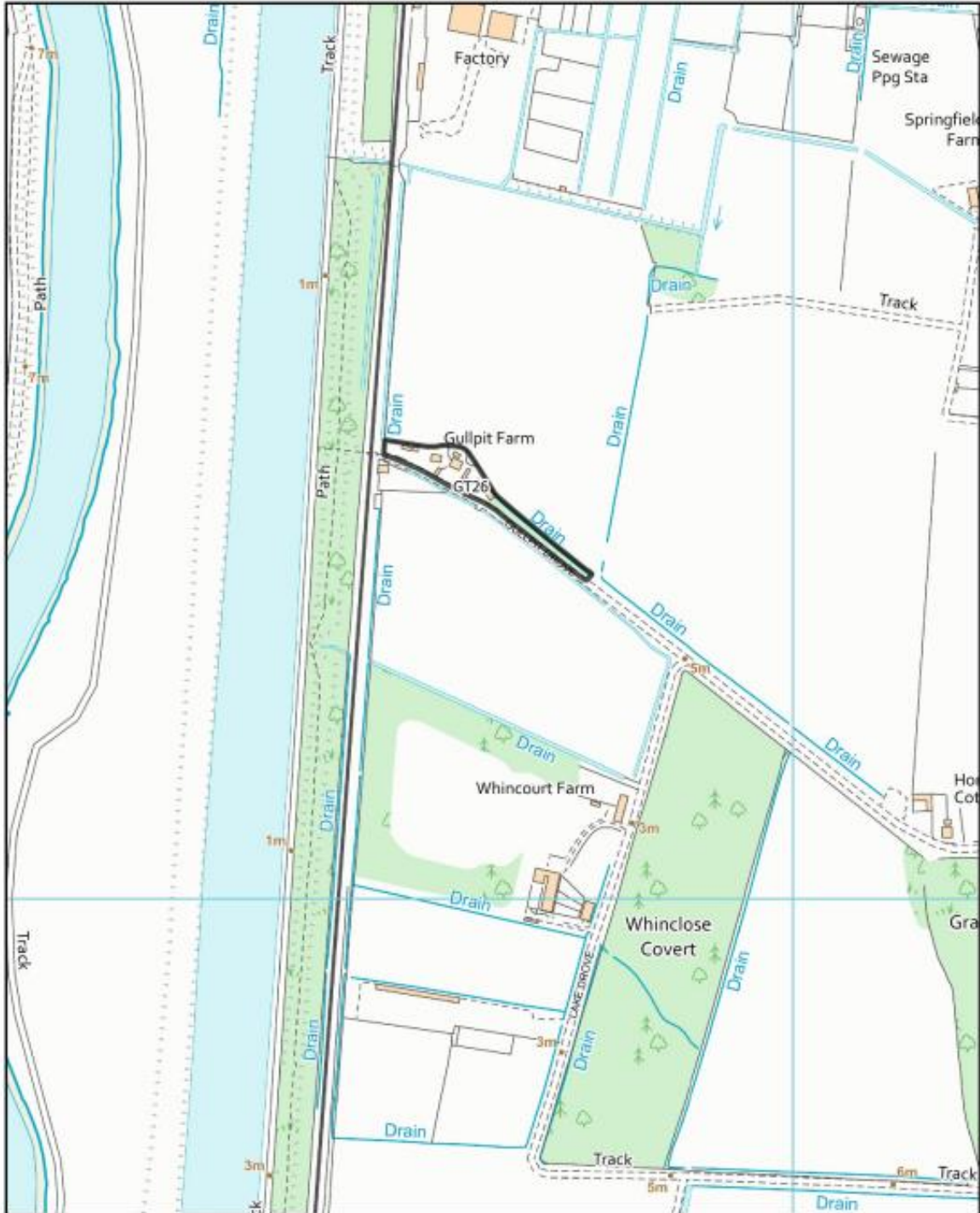
| Suitability Assessment | | |
|---|-------|--|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided. |
| Accessibility to Local Services and Facilities | | No core services 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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| | | | |
|---|---|----------------|---------|
| 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. |

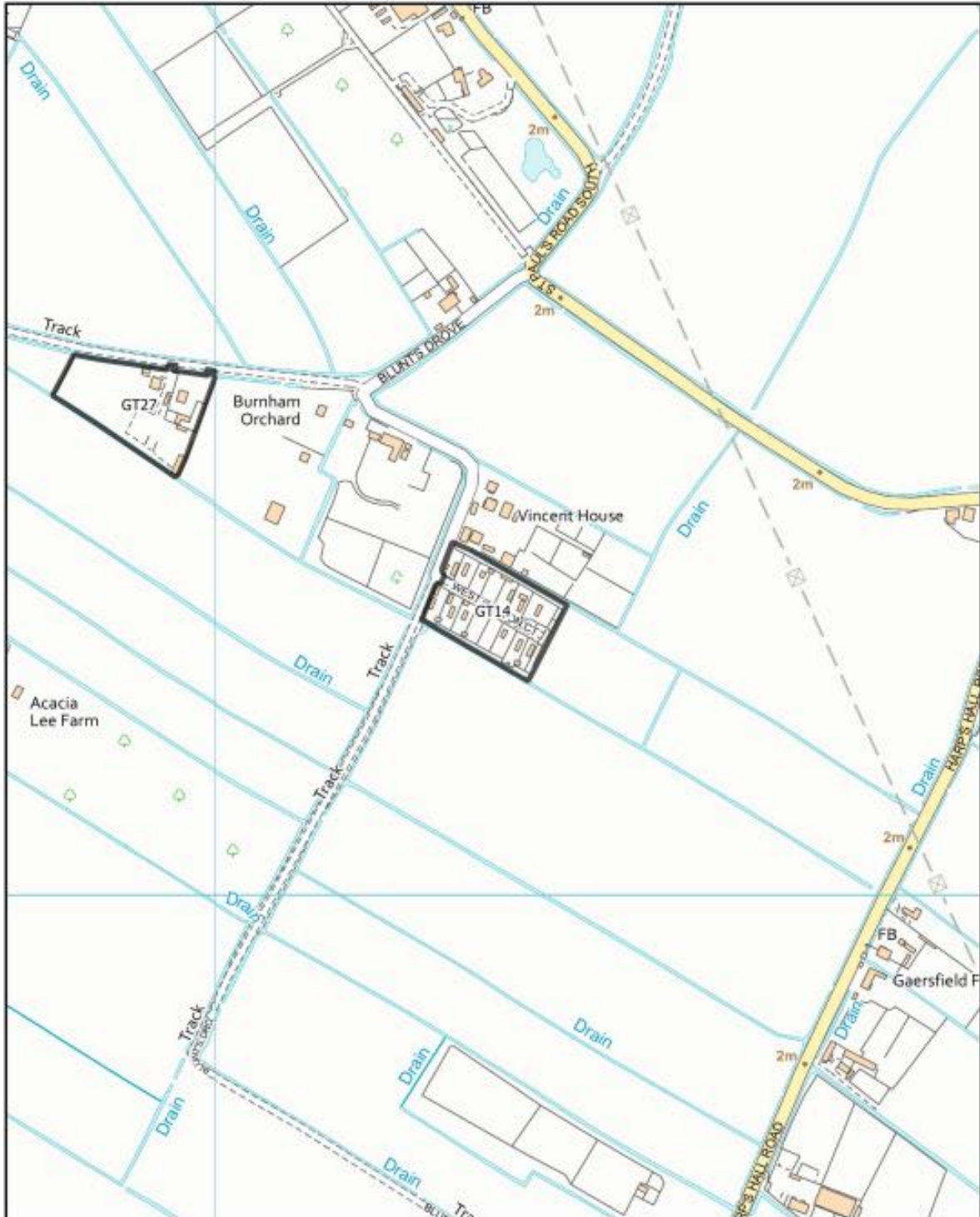
| Trajectory | |
|----------------------------|------------|
| Likely development period? | 6-10 years |

| 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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| | | | |
|---|--|----------------|---------|
| 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? | 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 |

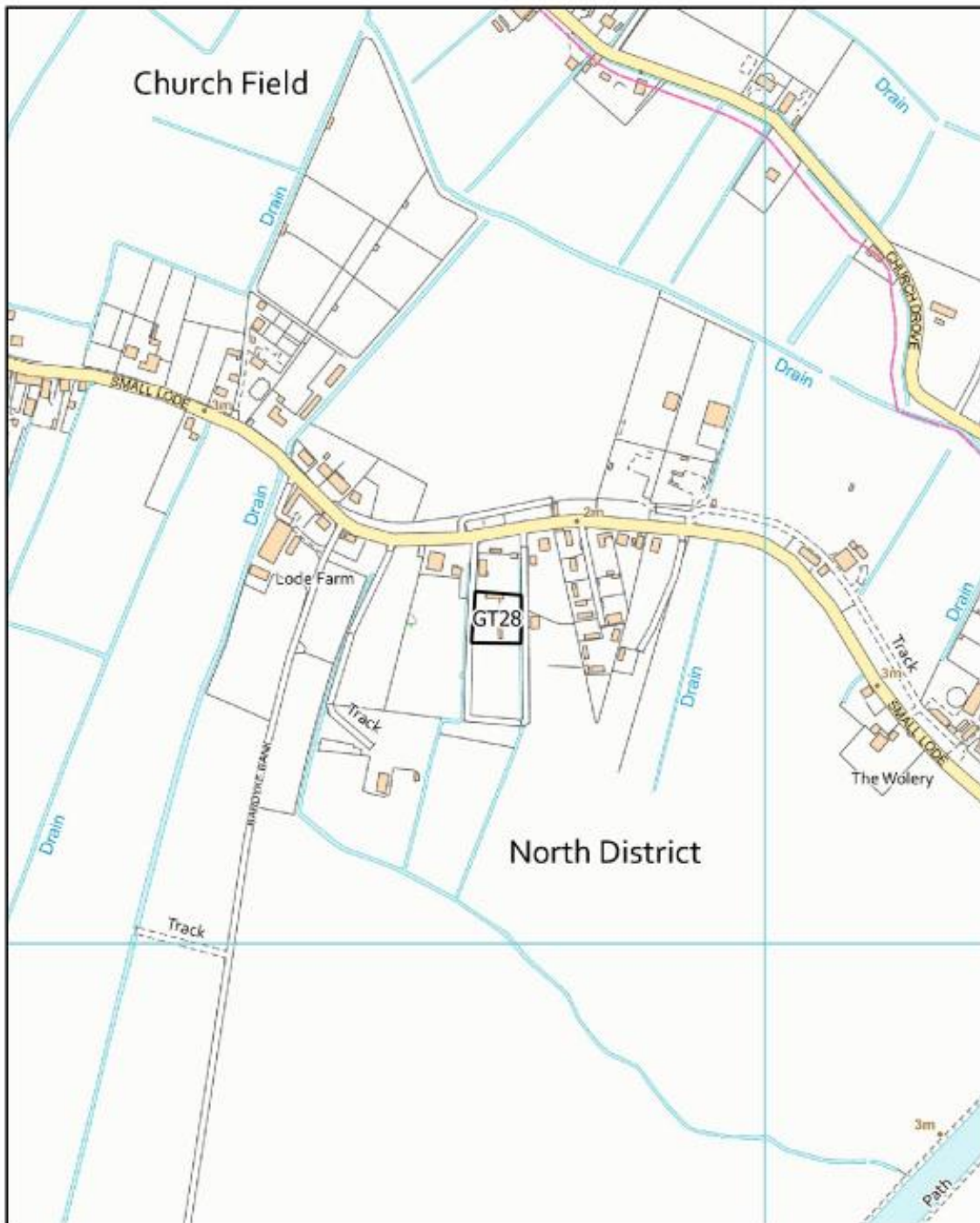
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway. |
| Accessibility to Local Services and Facilities | | Site is within walkable distance to one to three core services within 1200m. |
| Utilities 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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| | | | |
|---|---|----------------|---------|
| 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 |

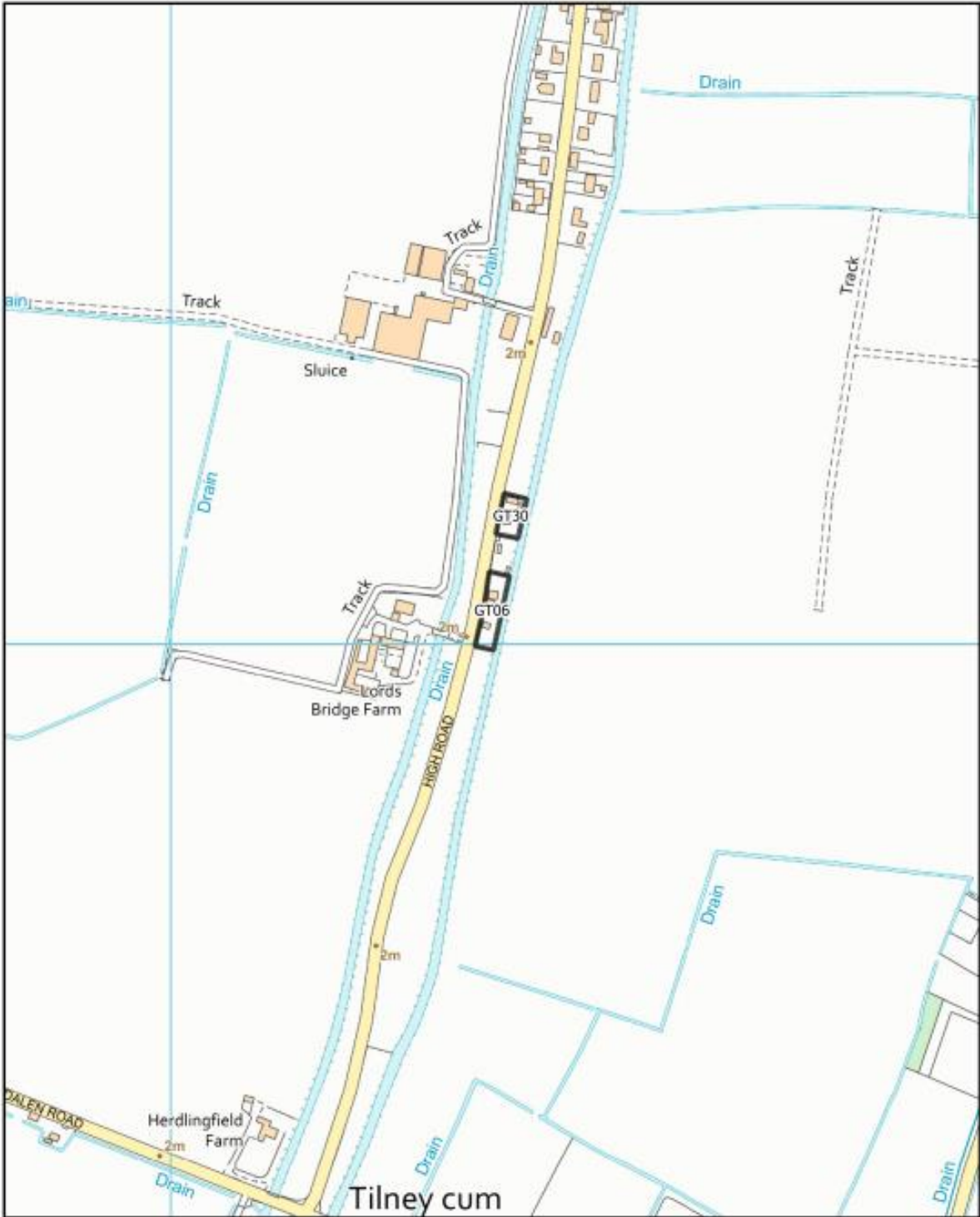
| Achievability (including Viability) | |
|-------------------------------------|---|
| Is the site achievable? | No |
| Achievability Comments | There is no identified current or 5-year need for additional pitches as identified within the GTAA 2023 |

| 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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| | | | |
|---|---|----------------|---------|
| 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 |

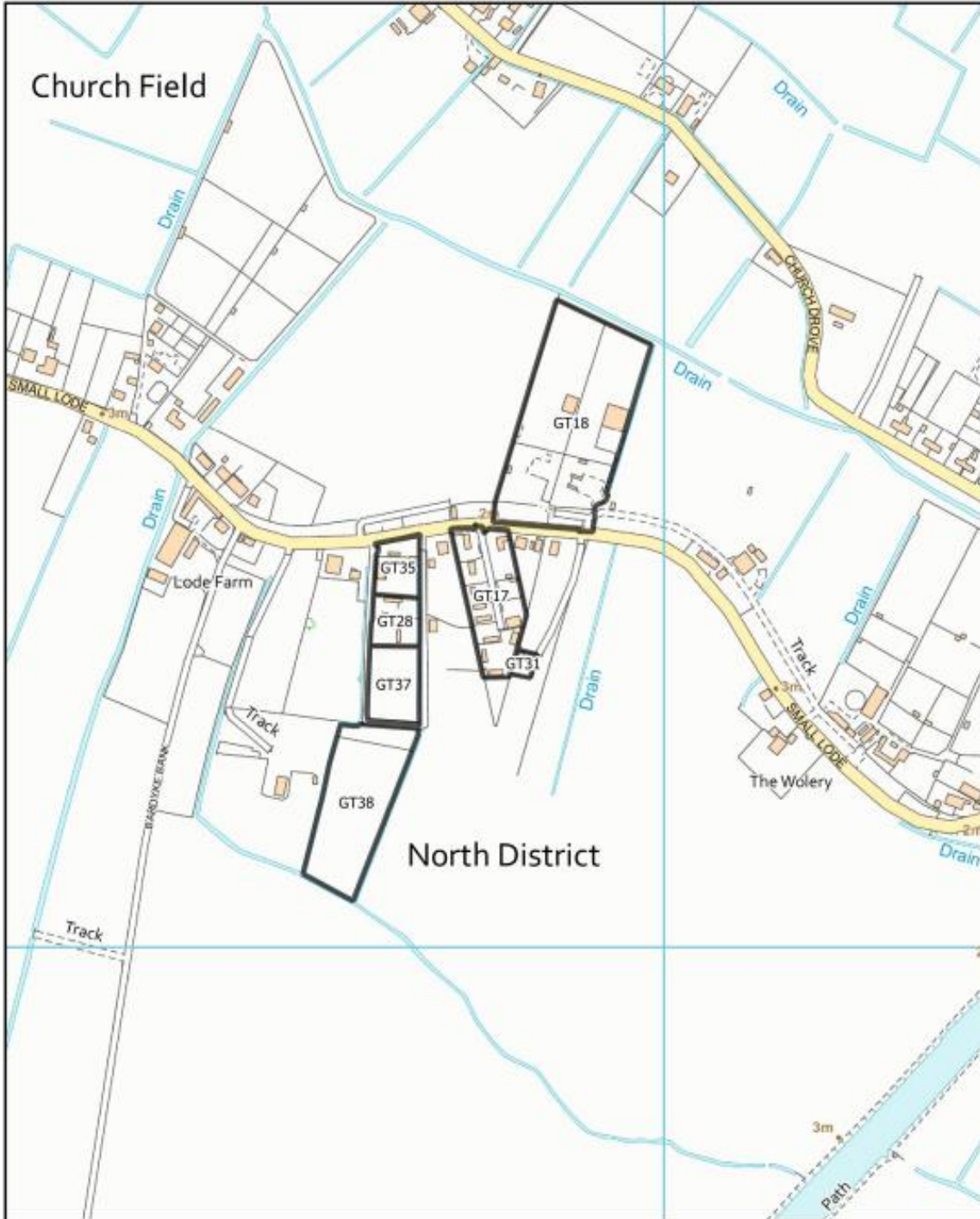
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | | Site is within walkable distance to one to three core services within 1200m. |
| Utilities 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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| | | | |
|---|---|----------------|---------|
| 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? | The site is Potentially suitable |
| 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 |

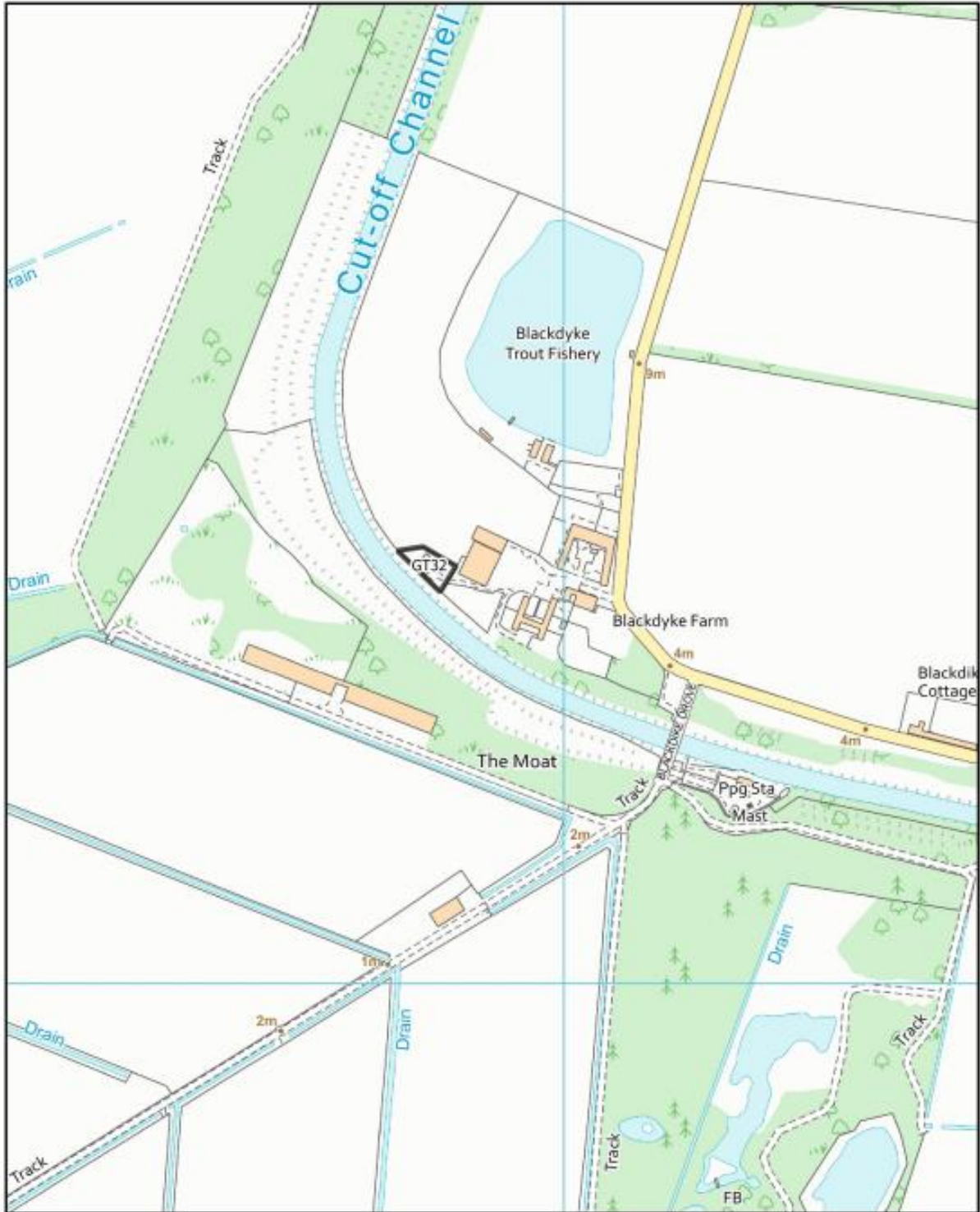
| Achievability (including Viability) | |
|-------------------------------------|--|
| Is the site achievable? | No |
| Achievability Comments | There is no identified current or 5-year need for additional pitches as identified within the GTAA 2023. |

| 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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| | | | |
|---|---|----------------|---------|
| 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 |

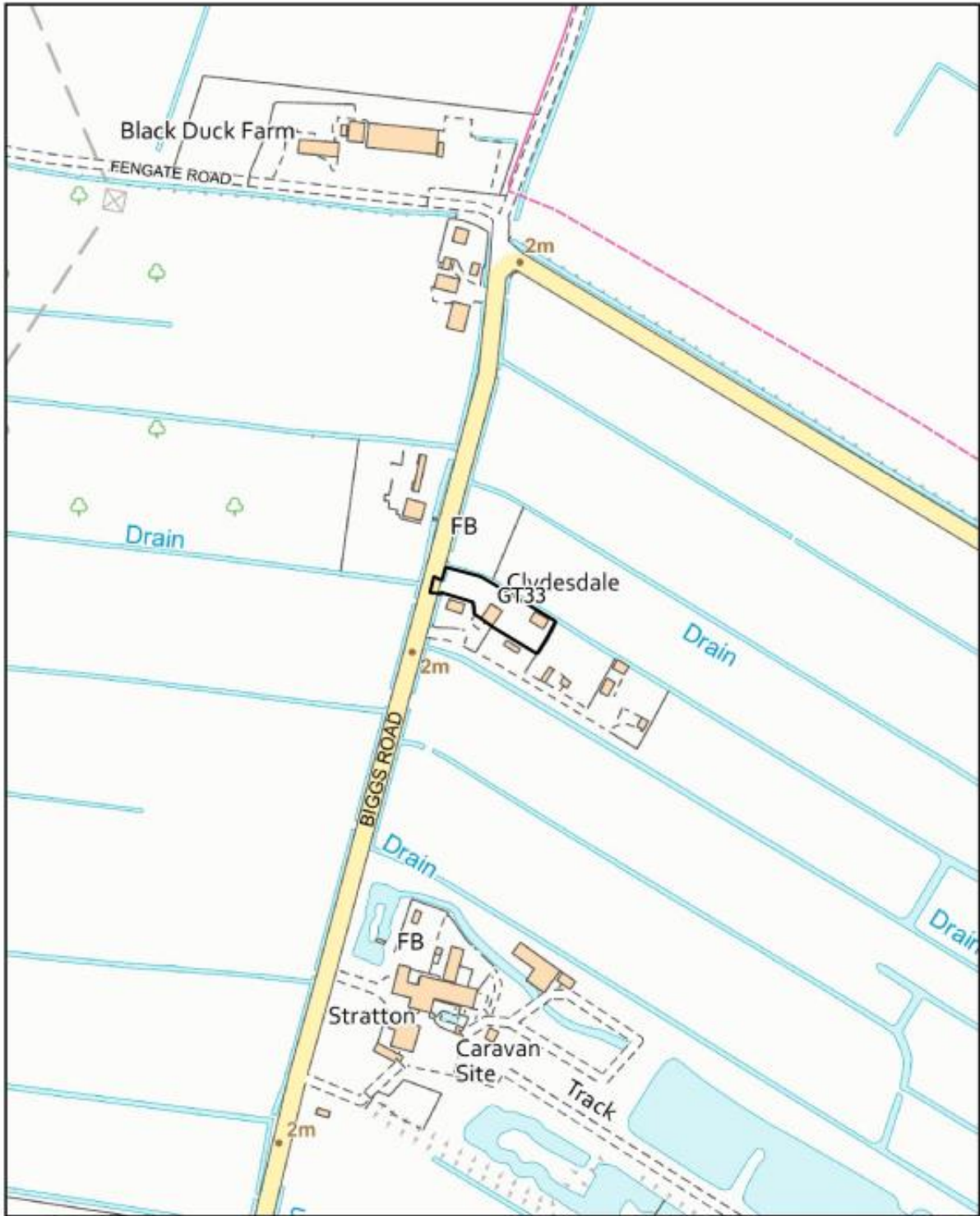
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | | No core services within 800m/10 minutes walking distance. |
| Utilities Capacity | | No concerns 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 |

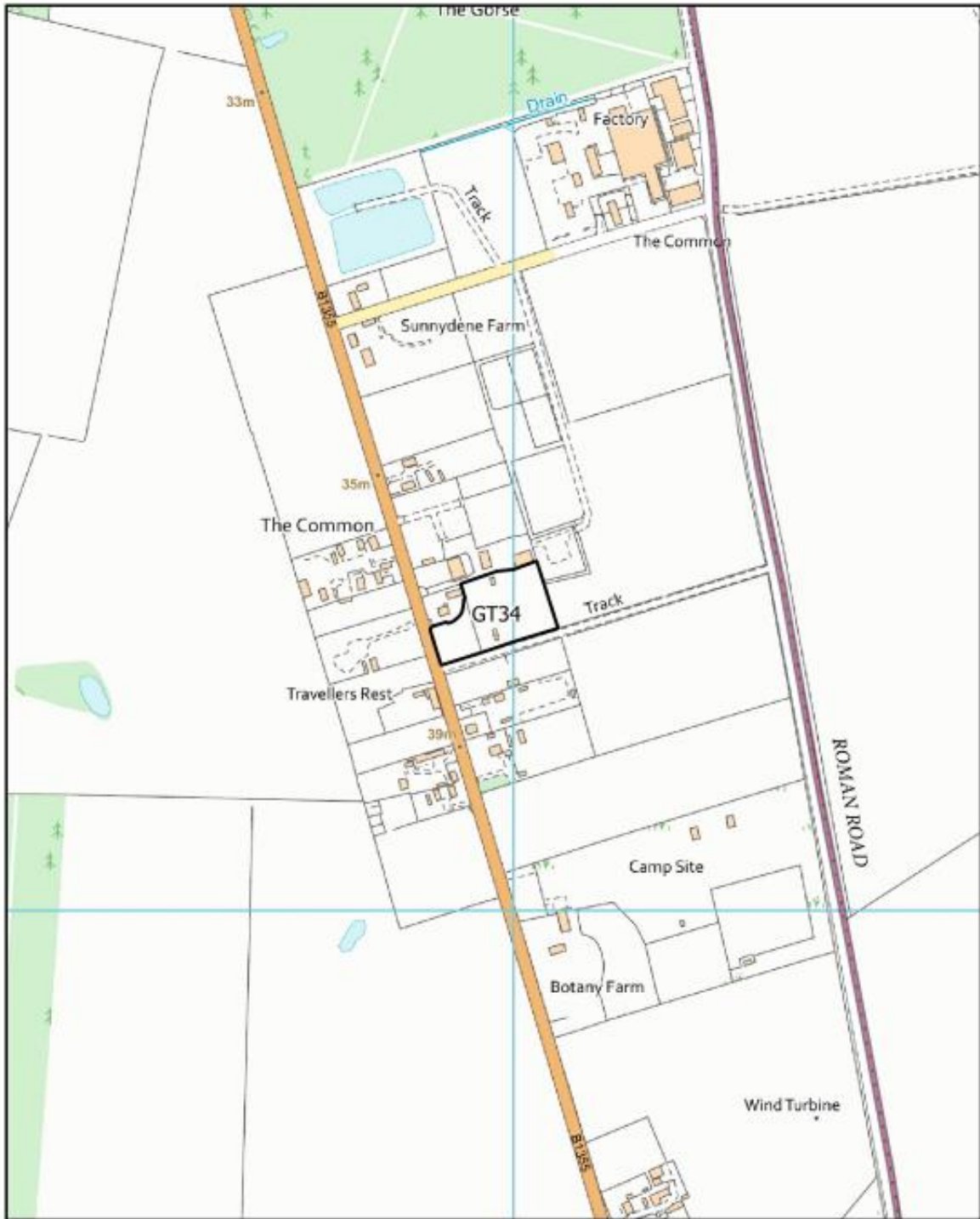
| | | |
|----------------|--|---|
| Adjoining Uses | | neighbouring/adjoin uses; however, these could be reasonably mitigated. |
|----------------|--|---|

| 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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| | | | |
|---|-------------------------------------|----------------|---------|
| 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. |

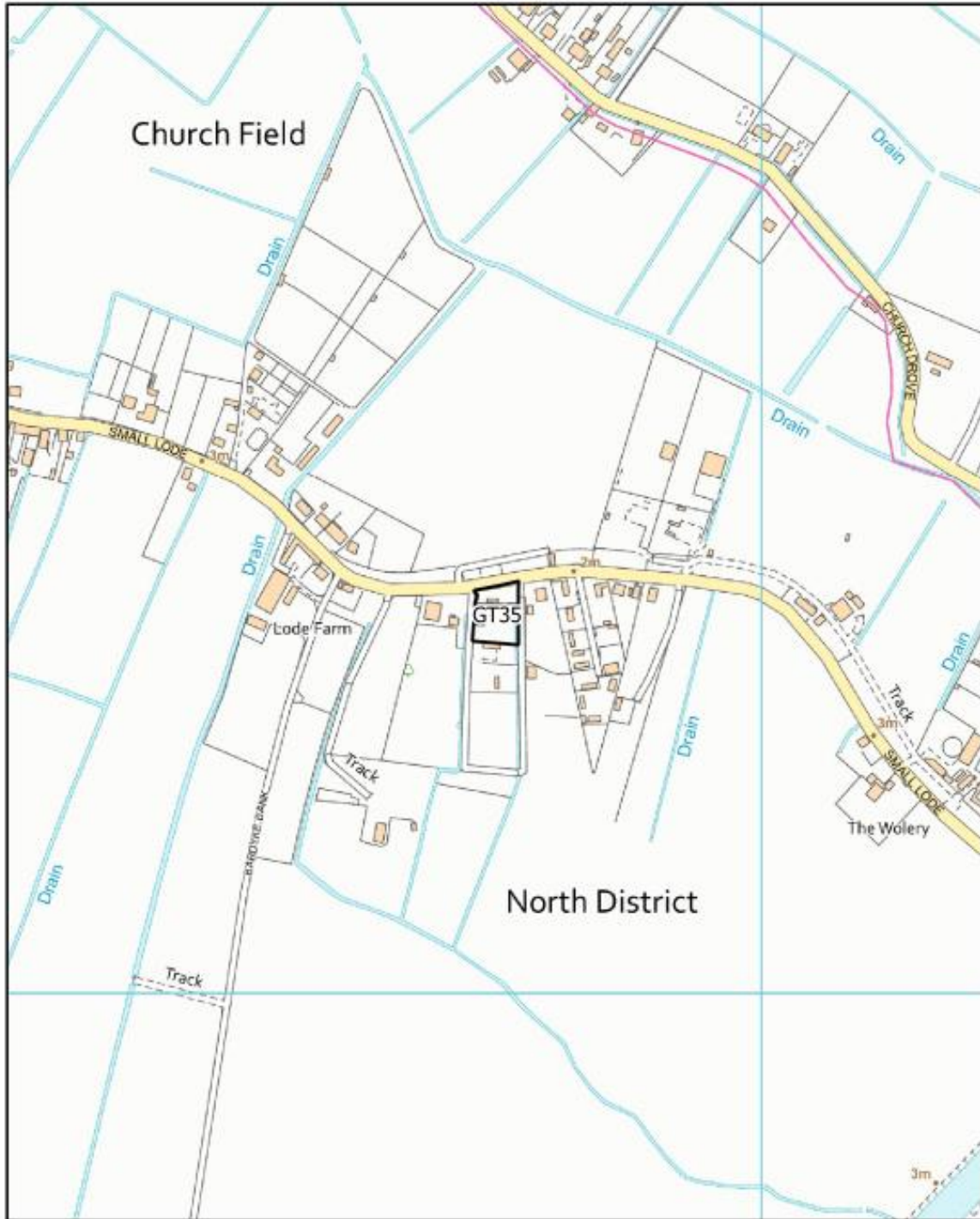
| |
|-------------------------|
| Availability Assessment |
|-------------------------|

| | |
|---|-----------|
| 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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| | | | |
|---|---|----------------|---------|
| 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 |

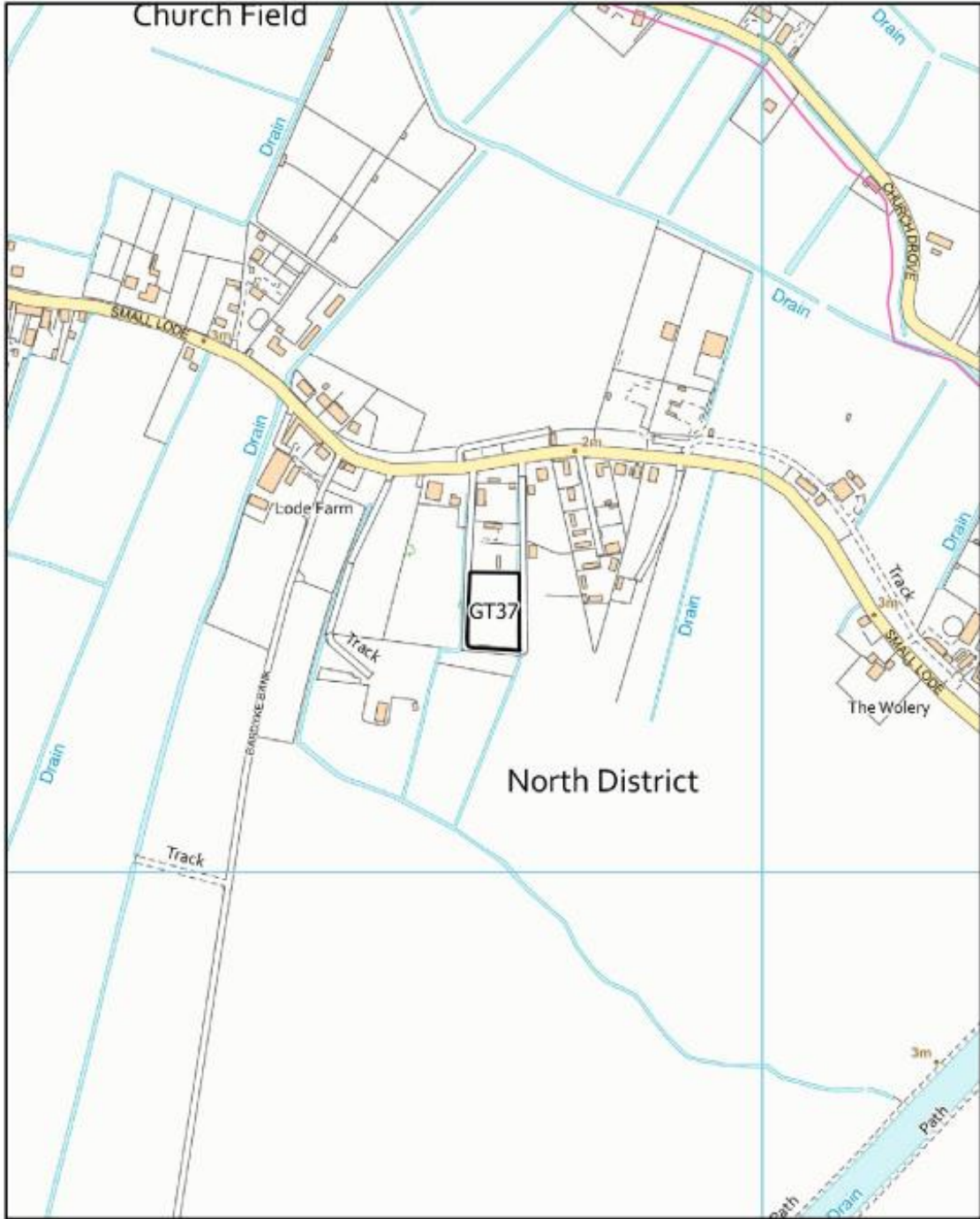
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | It is unclear whether this site has an existing access to a Highway. In addition the likelihood of achieving a safe and suitable access is uncertain. |
| Accessibility to Local Services and Facilities | | 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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| | | | |
|---|--------------------------------------|----------------|---------|
| 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 |

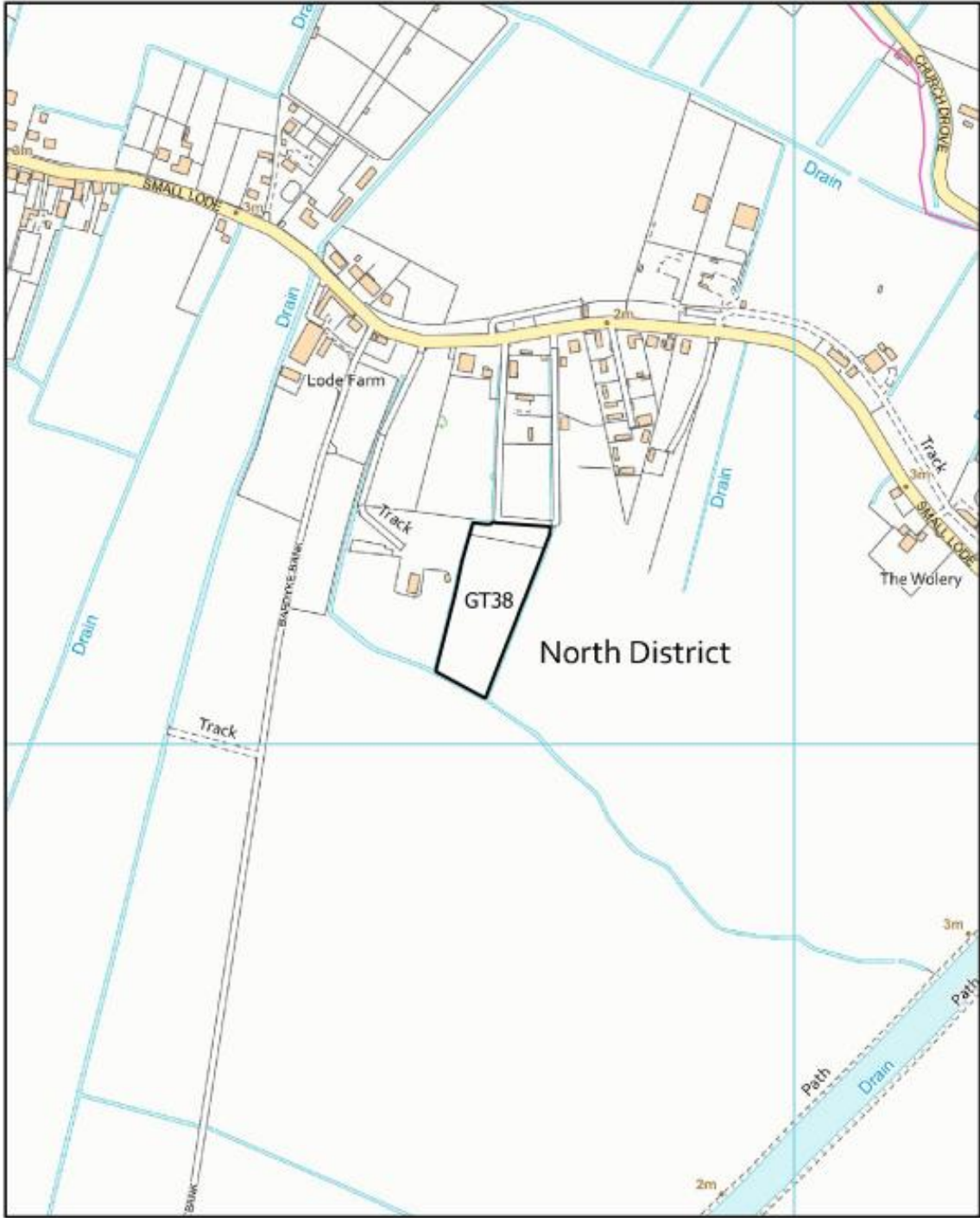
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site does not have a suitable access on to an existing highway |
| Accessibility to Local Services and Facilities | | Site is within walkable distance to one to three core services within 1200m. |
| 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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| | | | |
|---|--------------------------------|----------------|---------|
| 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. |

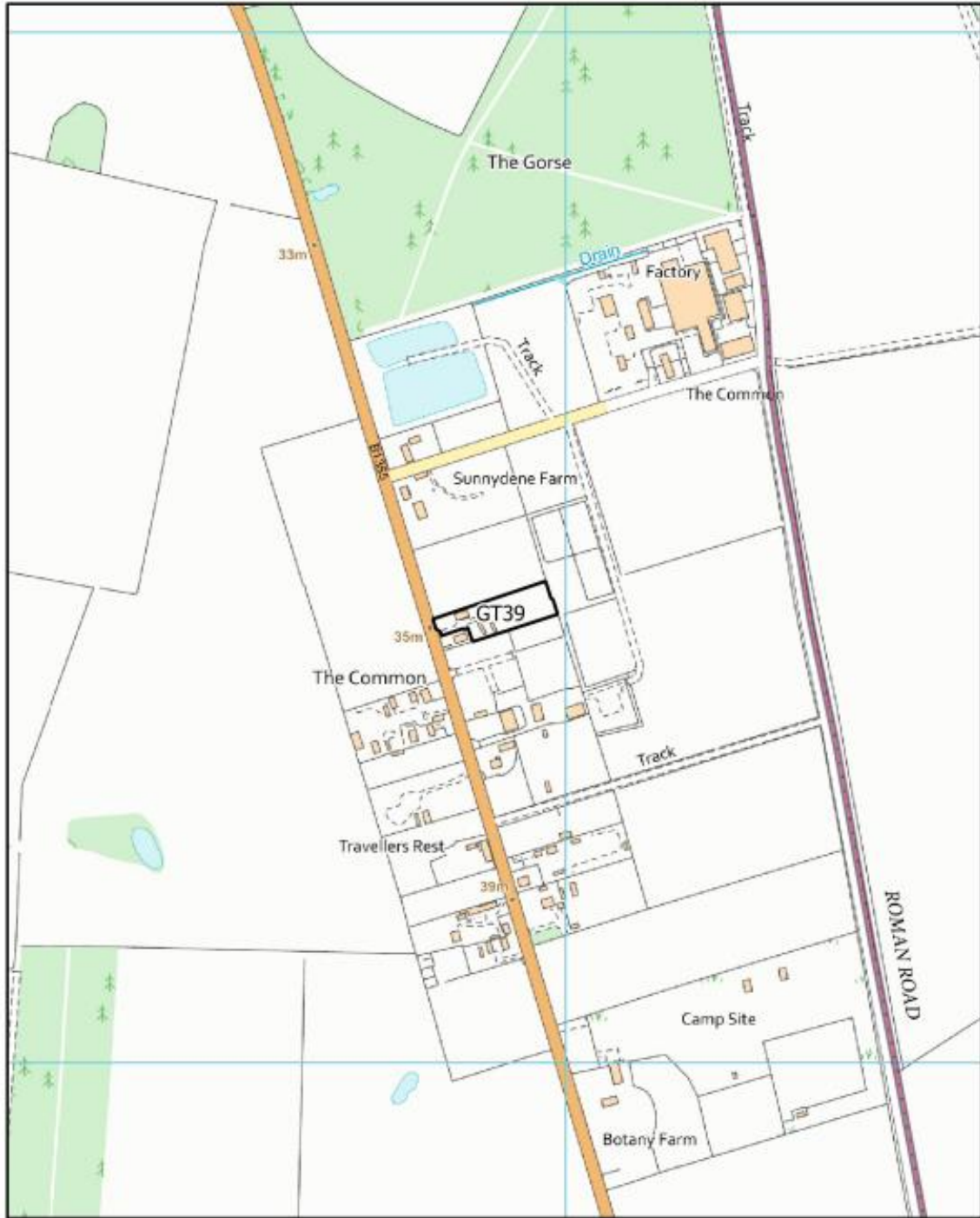
| |
|-------------------------|
| Availability Assessment |
|-------------------------|

| | |
|---|-------------|
| 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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| | | | |
|---|---|----------------|---------|
| 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 |

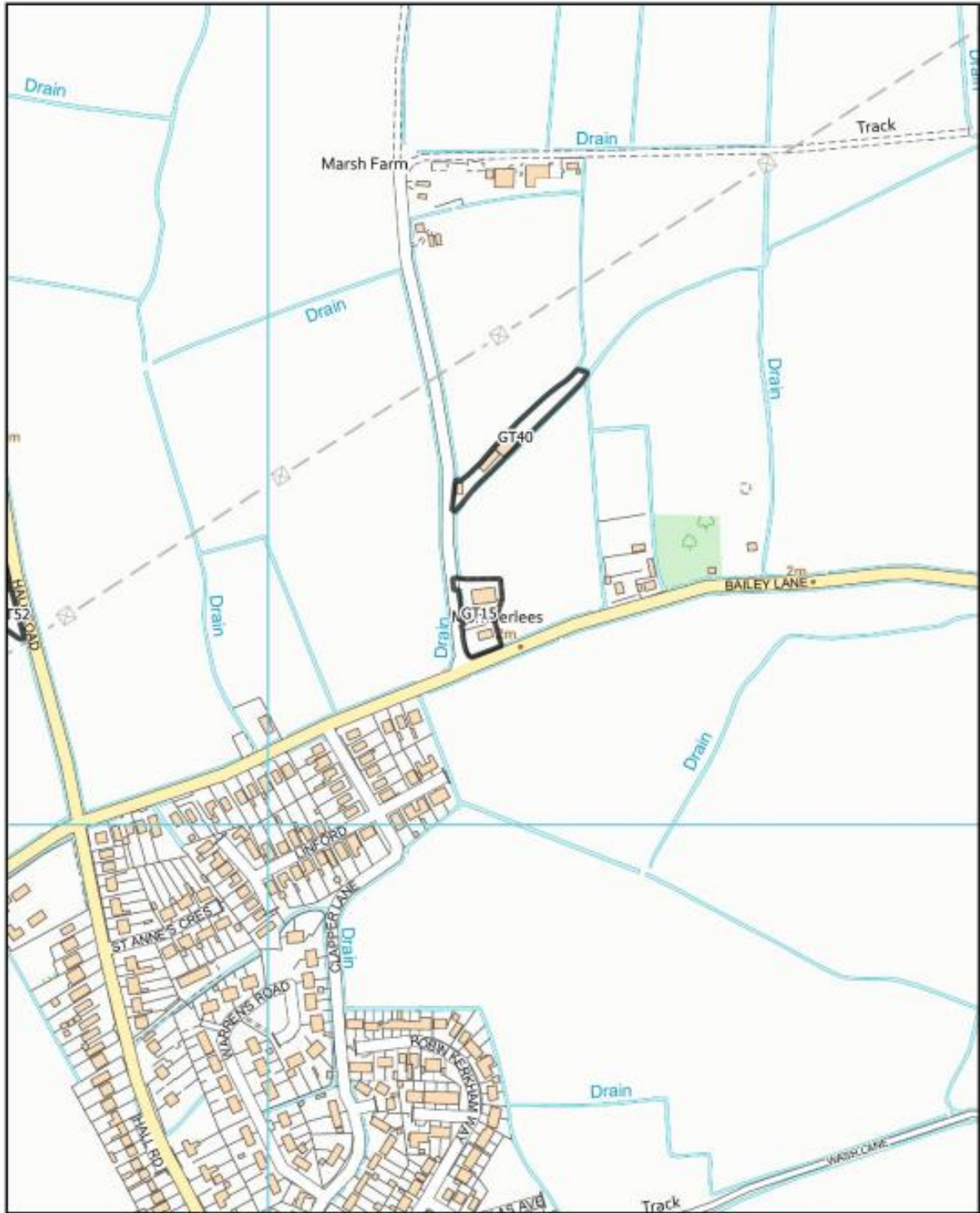
| Achievability (including Viability) | |
|-------------------------------------|--|
| Is the site achievable? | No. |
| Achievability Comments | There is not identified need for any additional pitches within the 5-years as identified within the GTAA 2023. |

| 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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| | | | |
|---|---|----------------|---------|
| 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 |

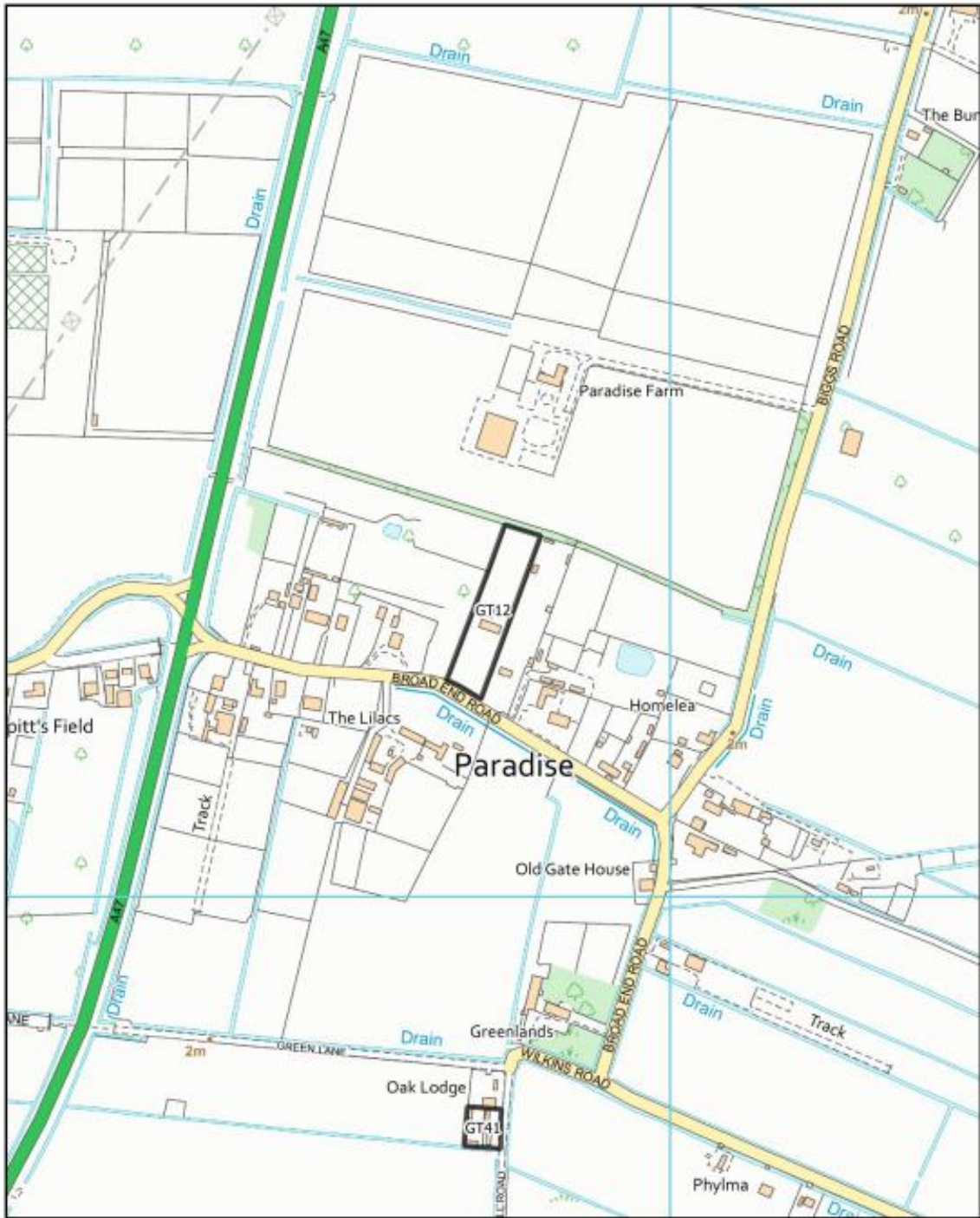
| Achievability (including Viability) | |
|-------------------------------------|--|
| Is the site achievable? | No. |
| Achievability Comments | There is not identified need for any additional pitches within the 5-years as identified within the GTAA 2023. |

| 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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| | | | |
|---|---|----------------|---------|
| 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 |

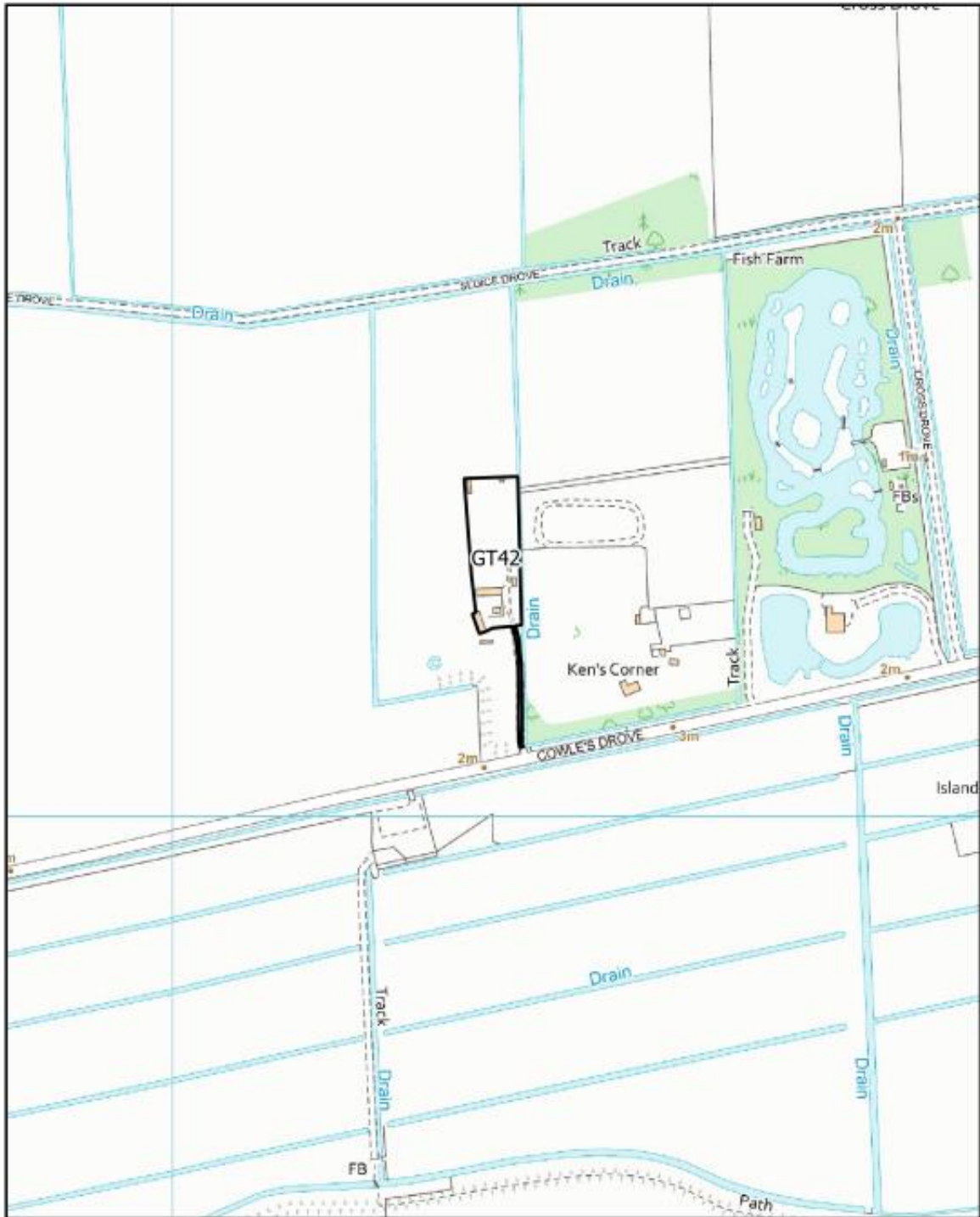
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway. |
| Accessibility to Local Services and Facilities | | No core services within 800m/10 minutes walking distance. |
| Utilities Capacity | | No concerns 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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| | | | |
|---|--|----------------|---------|
| 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. |

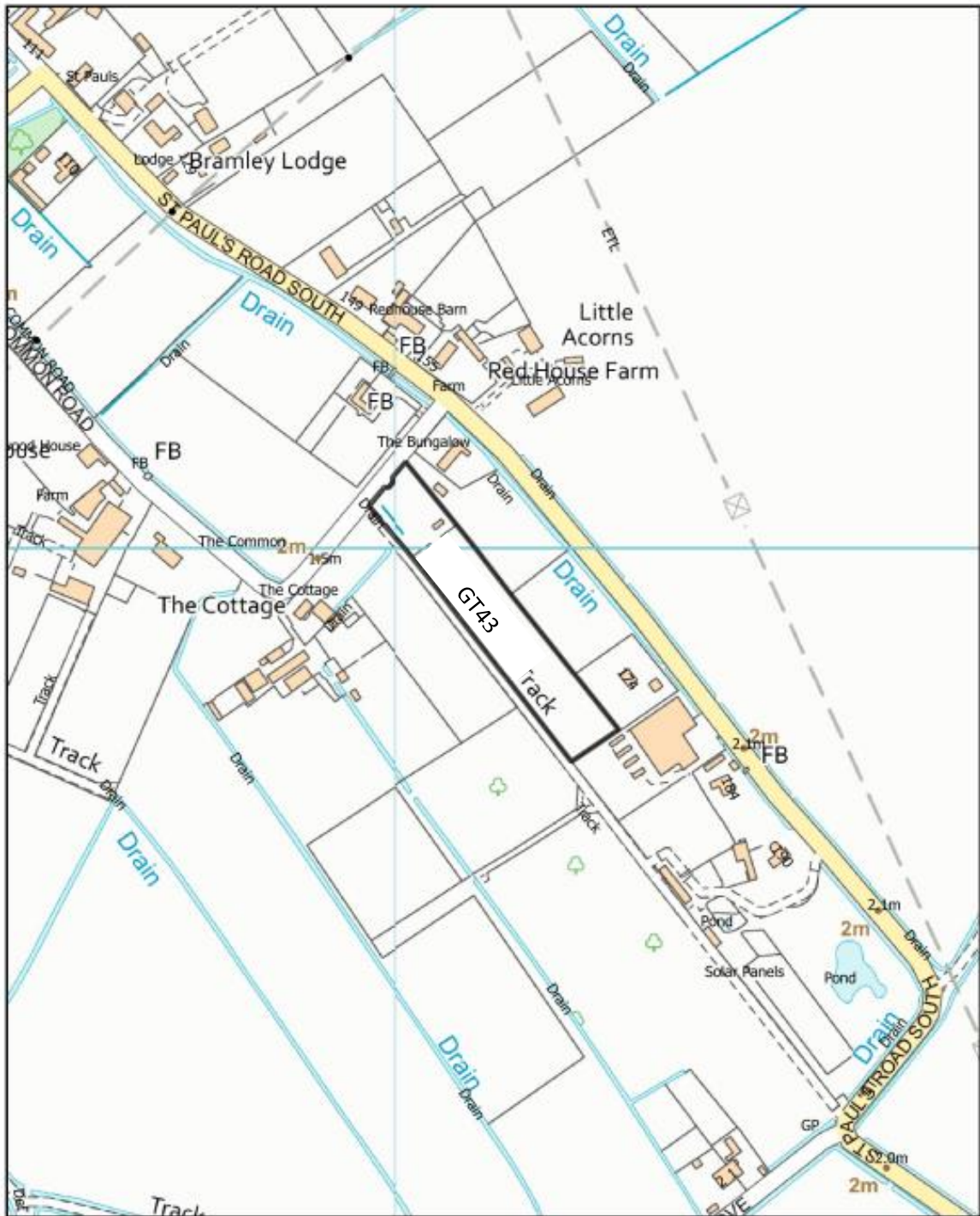
| Availability Assessment | |
|---|---------------|
| Is the site available in the plan period? | Not Available |
| When is the site available? | Unknown |
| Is the site being marketed? | Unknown |
| Availability Comments, (including build out rate) | |
| Site Capacity | 0 |

| 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 |

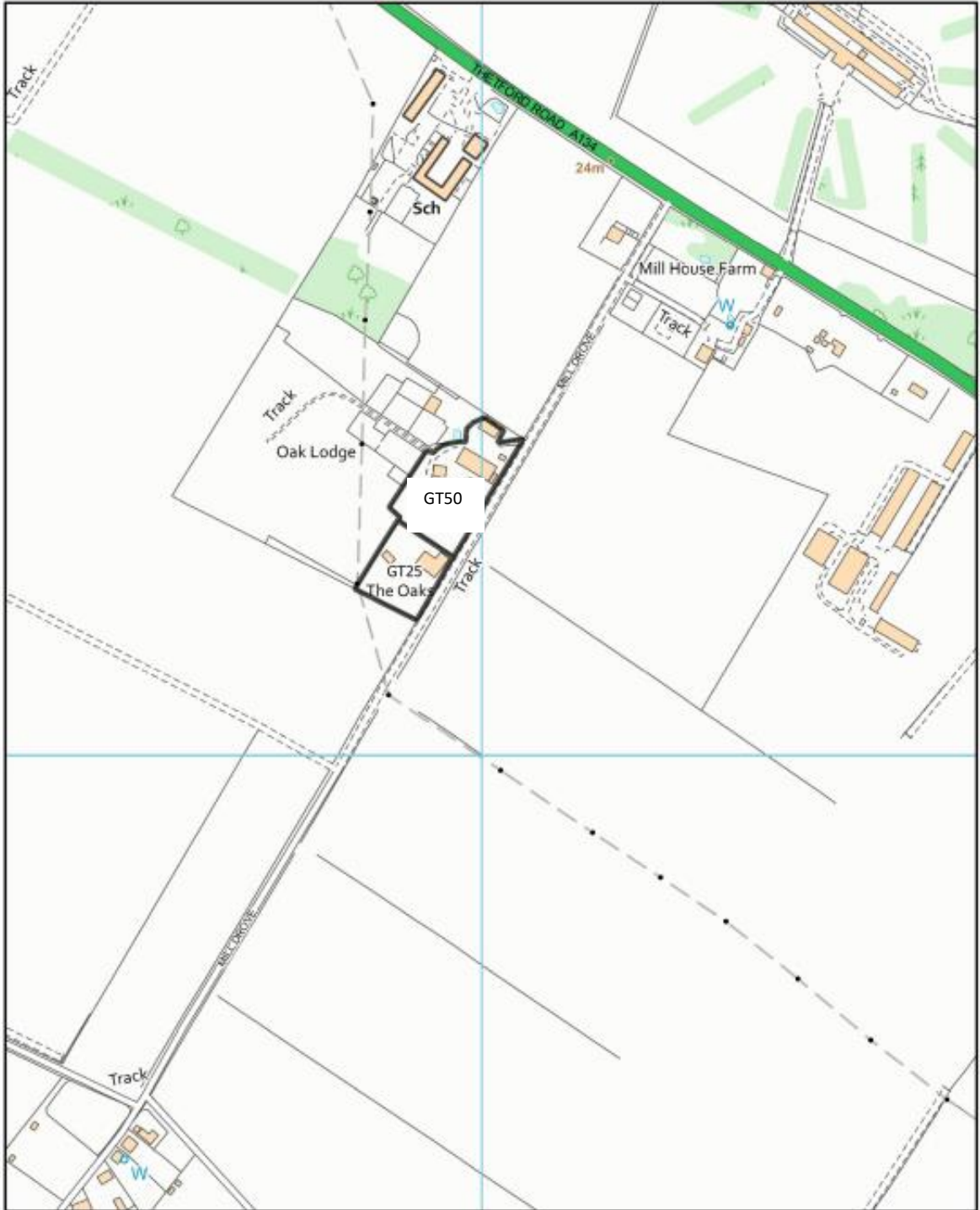
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | | Site is within not walkable distance to one to three core services within 1200m. |
| Utilities 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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| | | | |
|---|---|----------------|---------|
| 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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| | | | |
|---|---|----------------|---------|
| 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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| | | | |
|---|---|----------------|---------|
| 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 |

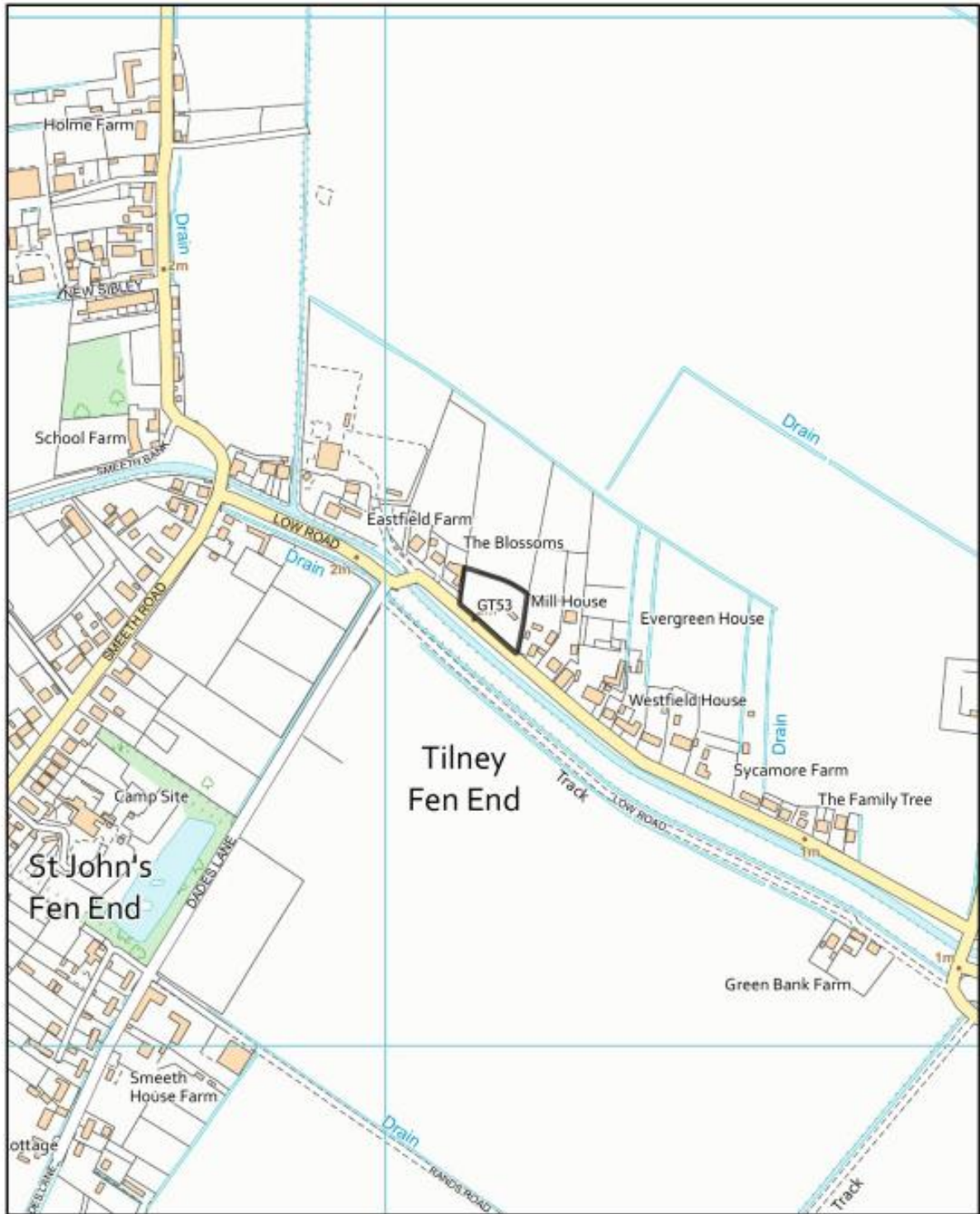
| | | |
|---|--|---|
| Infrastructure | | |
| Transport and Roads | | Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required. |
| Coastal Change | | The site is not adjacent to a Coastal Flood Hazard Zone |
| Compatibility 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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| | | | |
|---|---------------------------------------|----------------|---------|
| 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 |

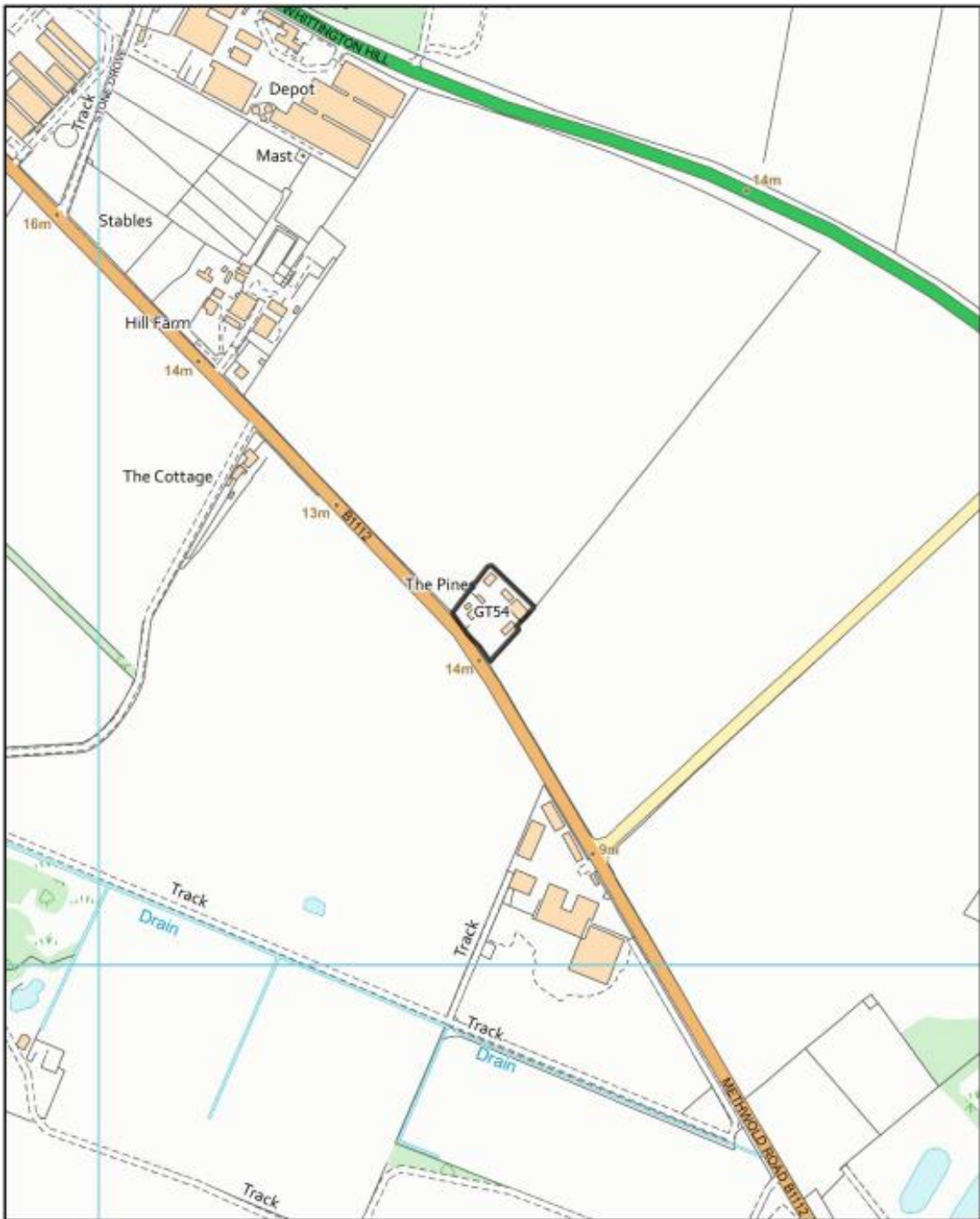
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | | No core services within 800m/10 minutes walking distance. |
| Utilities Capacity | | No concerns 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 |

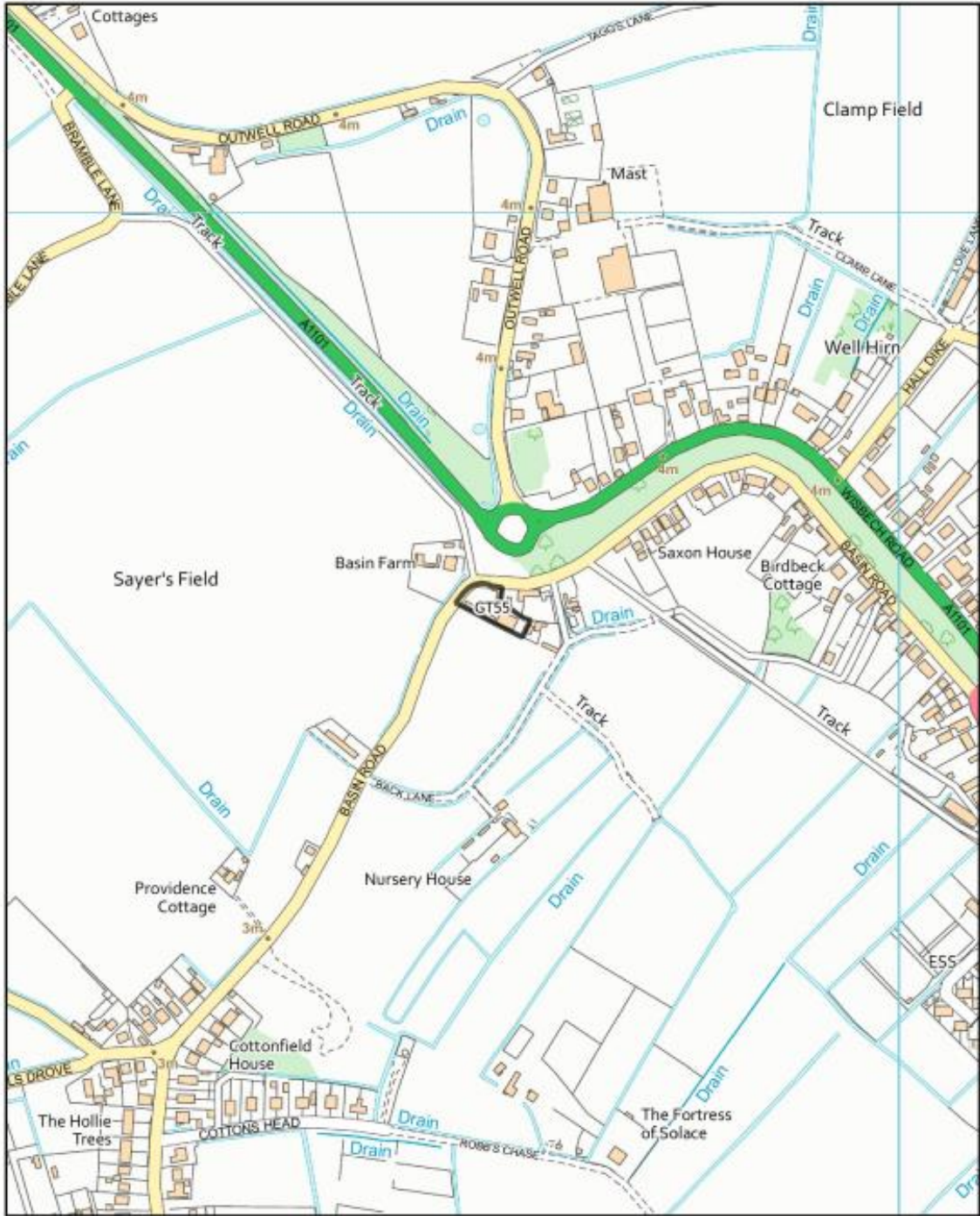
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | | Site is within walkable distance to one to three core services within 1200m. |
| Utilities 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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| | | | |
|---|--|----------------|---------|
| 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 | | <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. |

| 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 |

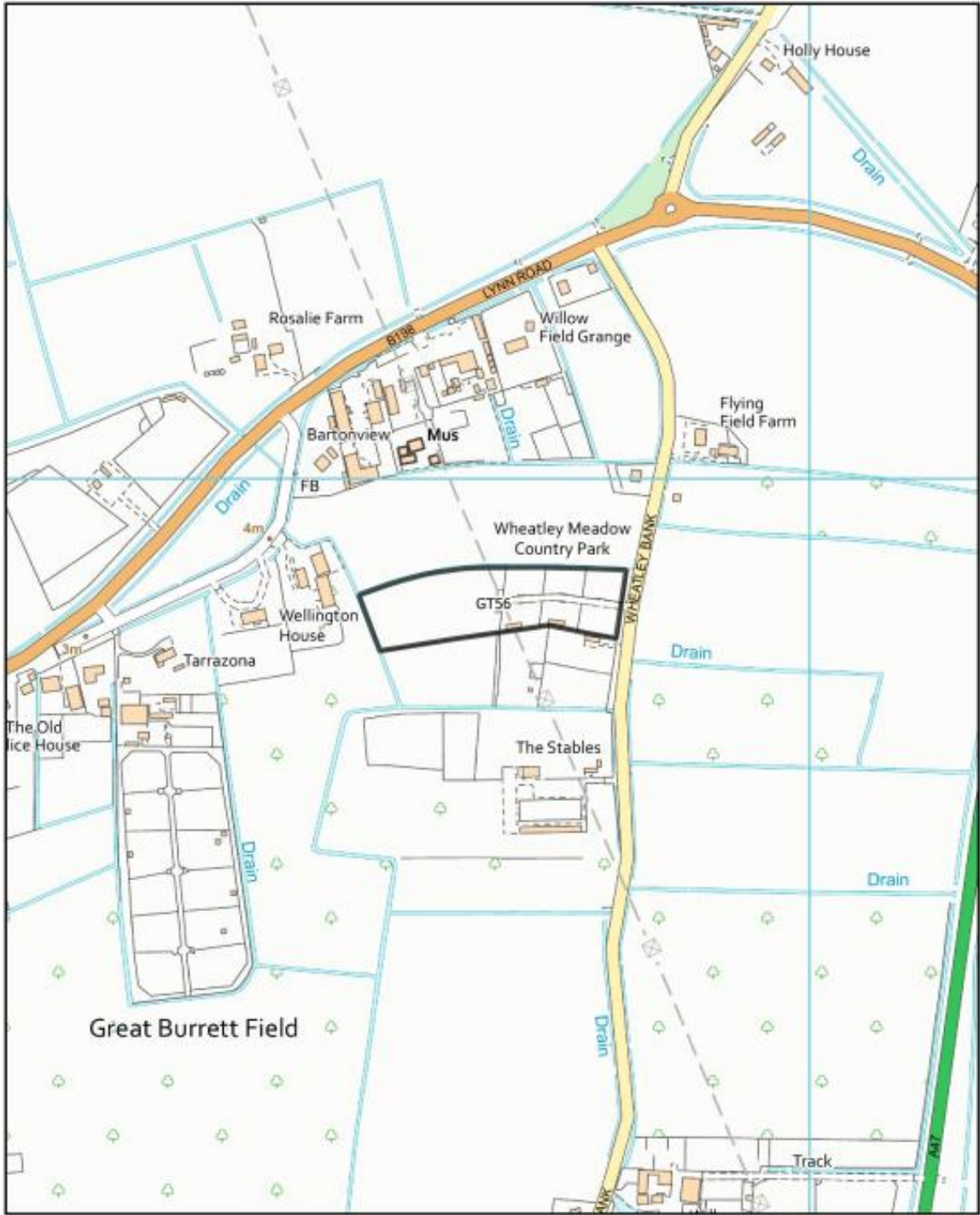
| Achievability (including Viability) | |
|-------------------------------------|---|
| Is the site achievable? | Potentially. |
| Achievability Comments | There is an identified need for 9 additional pitches within the 5-years as identified within the GTAA 2023. |

| 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 |

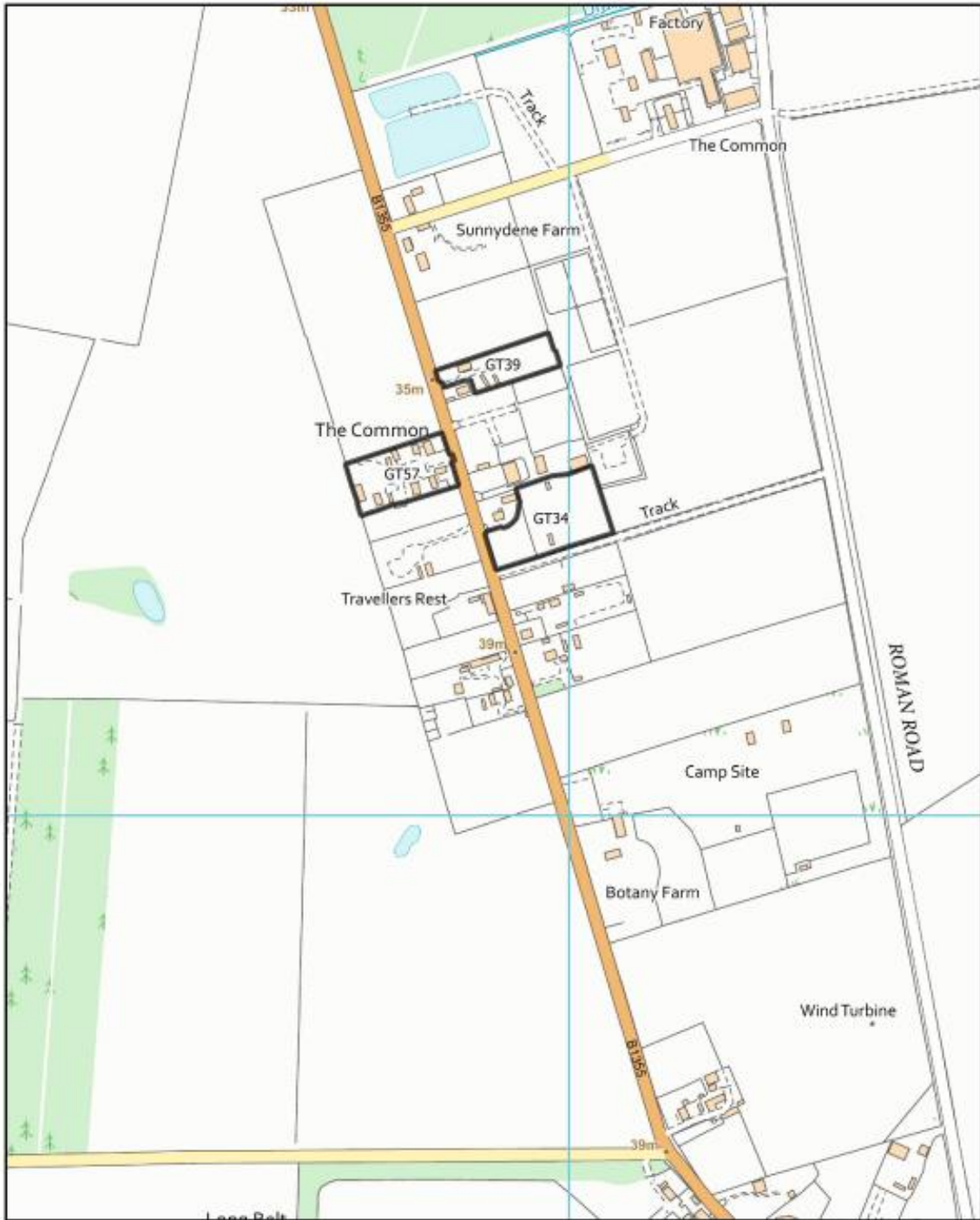
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | | No core services within 800m/10 minutes walking distance. |
| Utilities Capacity | | No concerns 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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| | | | |
|---|---|----------------|---------|
| 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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| | | | |
|---|---|----------------|---------|
| 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? | The site is potentially suitable |
| 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. |

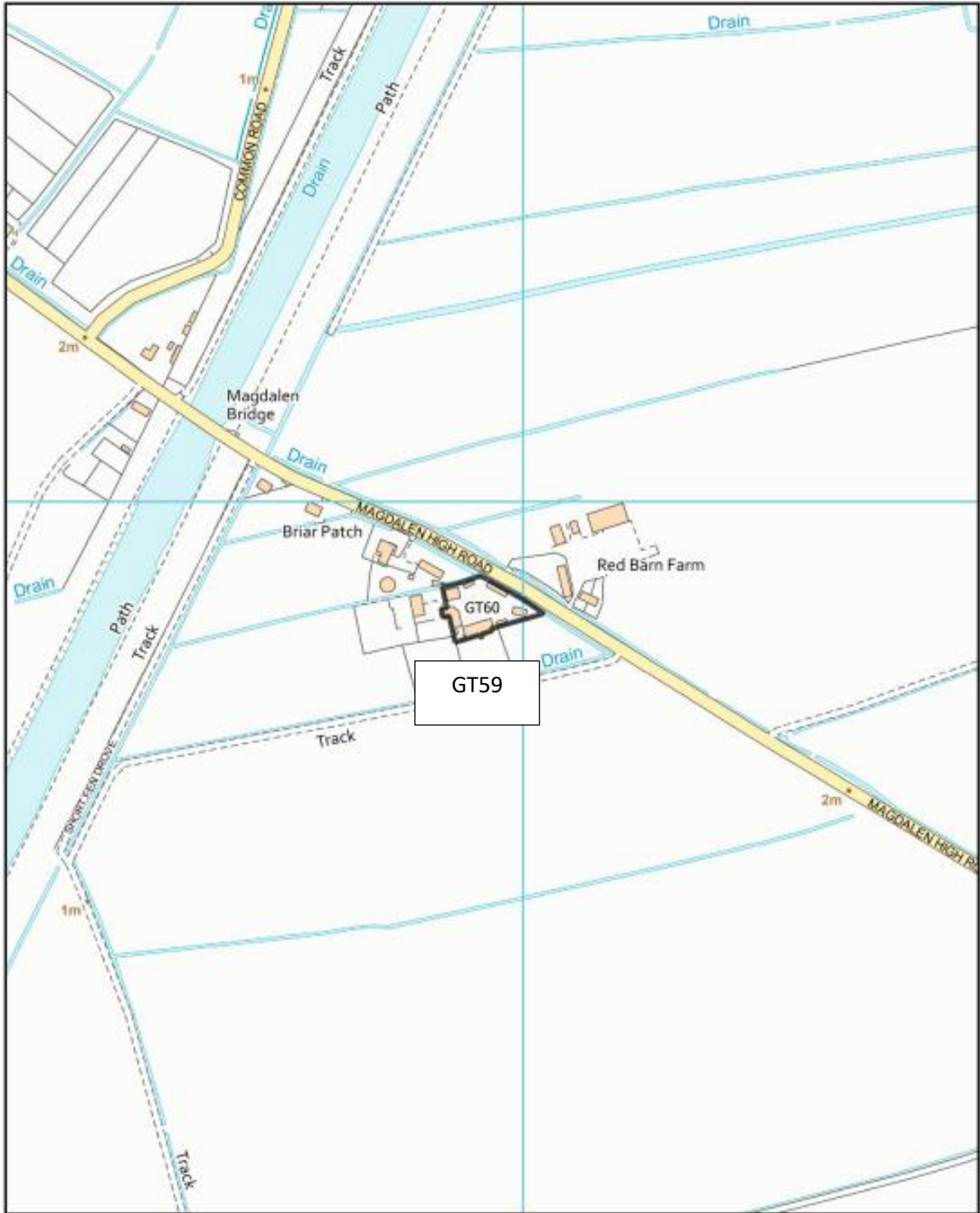
| |
|-------------------------|
| Availability Assessment |
|-------------------------|

| | |
|---|-------------|
| 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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| | | | |
|---|---|----------------|---------|
| 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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| | | | |
|---|-------------------------|----------------|---------|
| 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 |

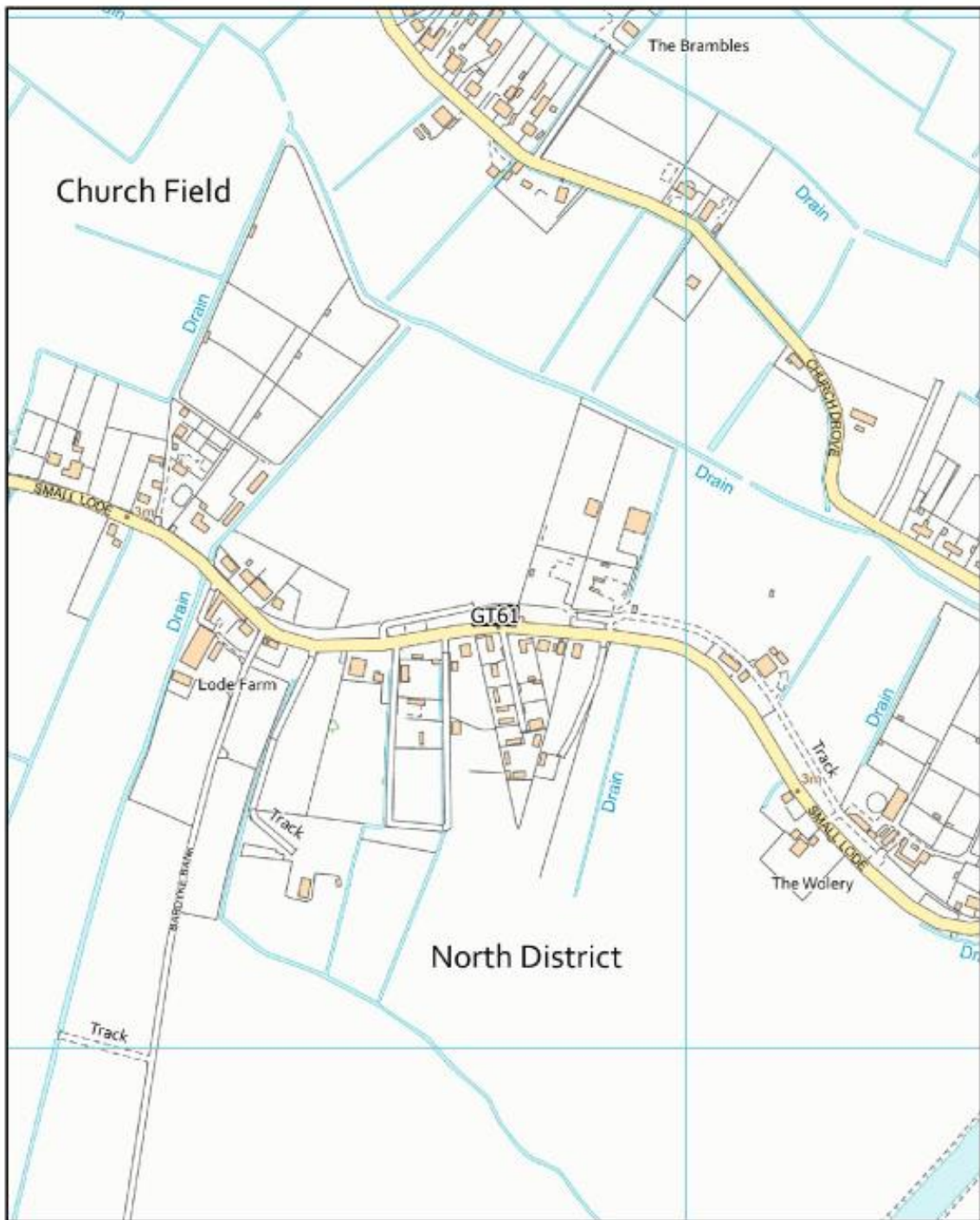
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | | Site is within walkable distance to one to three core services within 1200m. |
| Utilities 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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| | | | |
|---|---------------------------|----------------|---------|
| 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 |

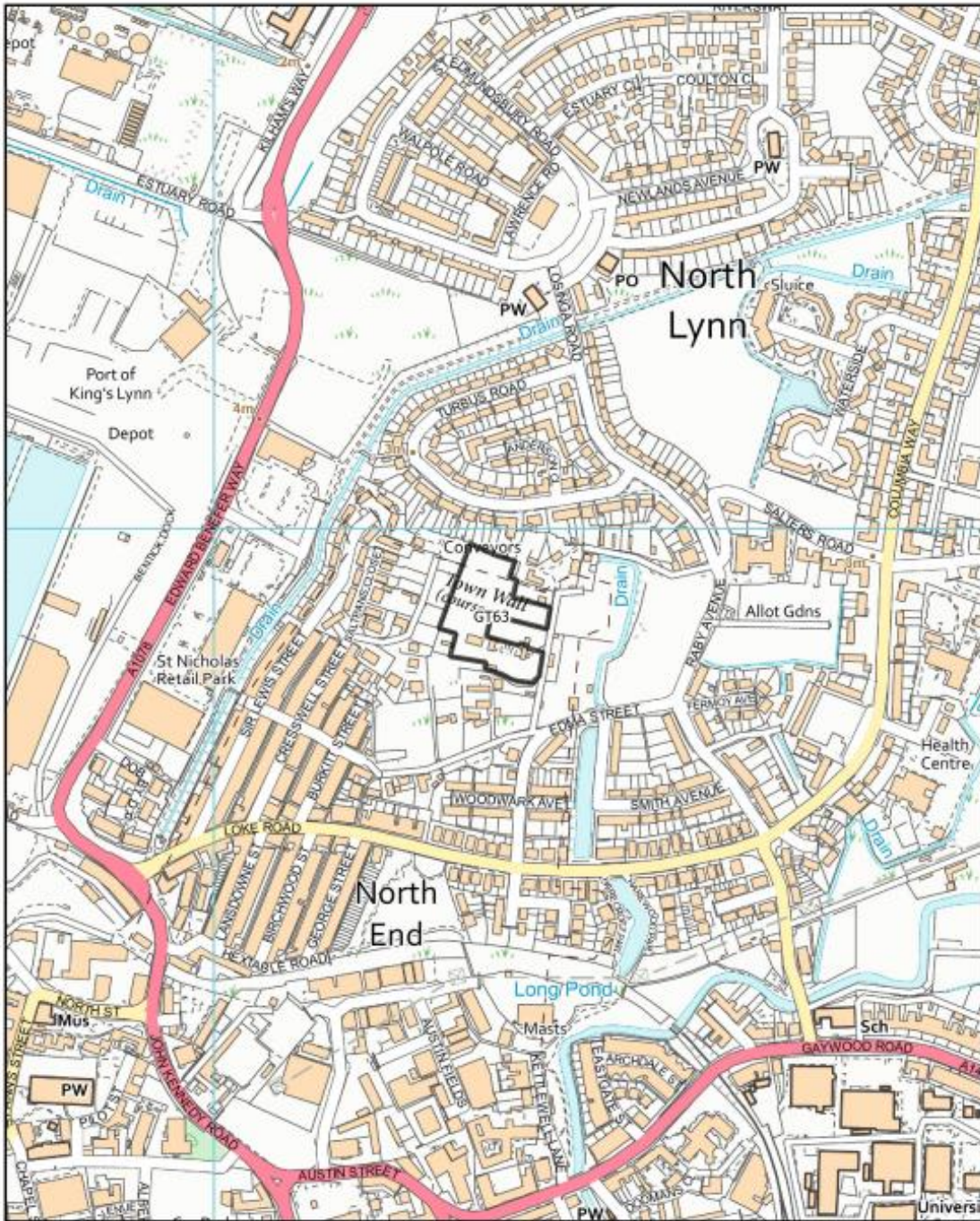
| | | |
|---|--|---|
| Infrastructure | | |
| Transport and Roads | | Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required. |
| Coastal Change | | The site is not adjacent to a Coastal Flood Hazard Zone |
| Compatibility 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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| | | | |
|---|---|----------------|---------|
| 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 |

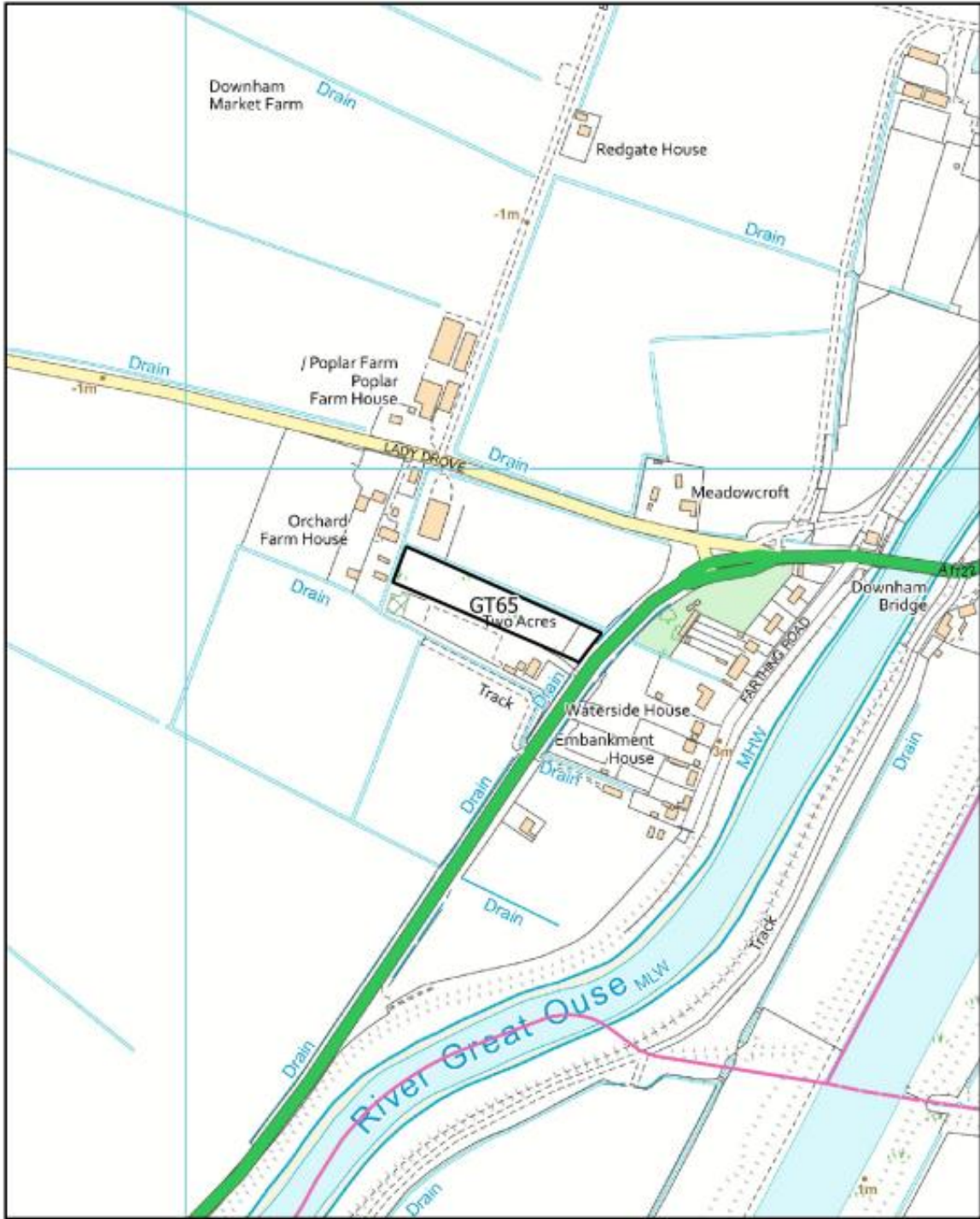
| | | |
|---|--|---|
| | | verge to connect with footway to north for journeys to town. |
| Coastal Change | | The site is not adjacent to a Coastal Flood Hazard Zone |
| Compatibility with Neighbouring/ Adjoining Uses | | No Neighbouring or adjoining land use constraints identified. |

| 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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| | | | |
|---|--------------------------------|----------------|---------|
| 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 |

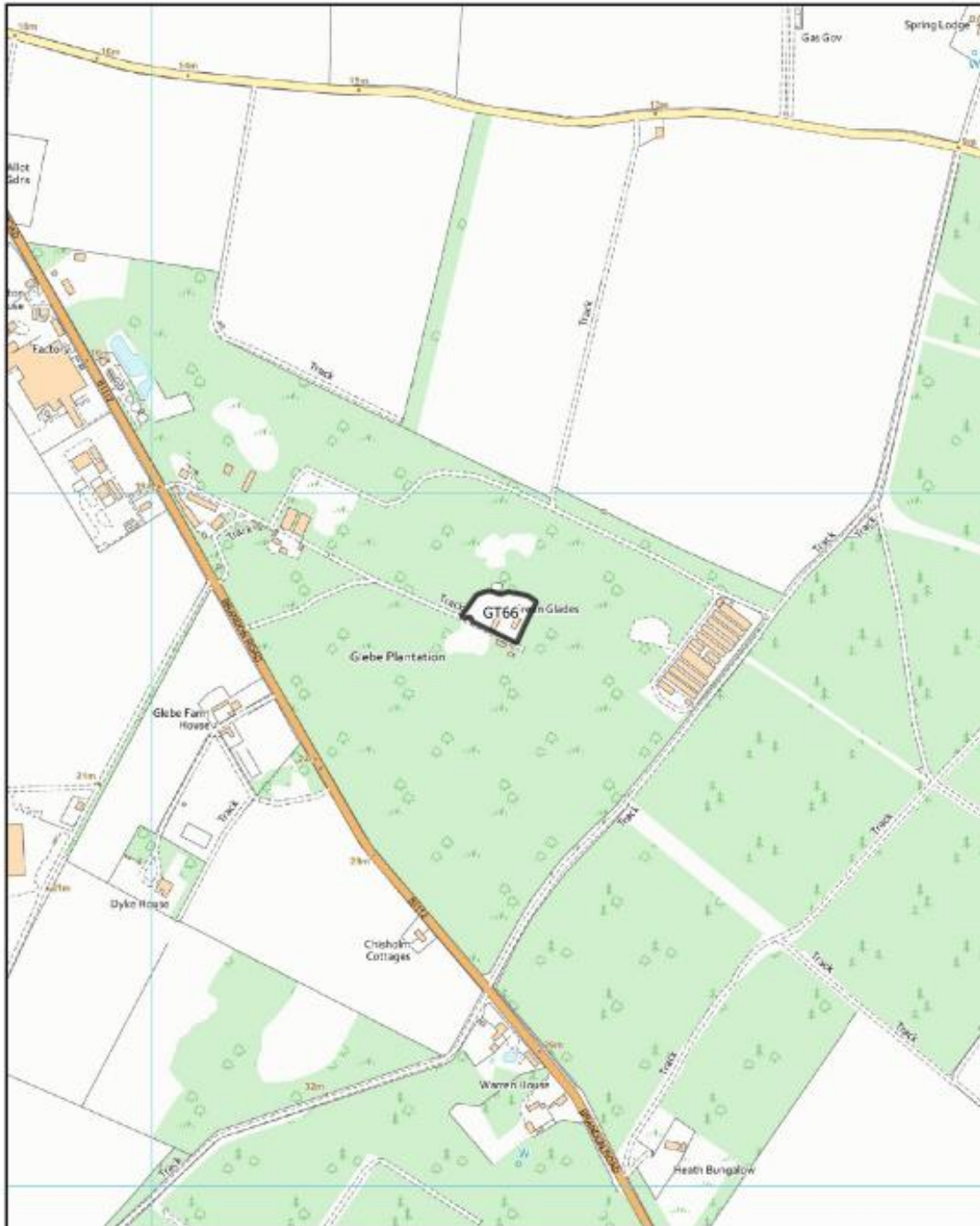
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | | No core services within 800m/10 minutes walking distance. |
| Utilities Capacity | | No concerns 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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| | | | |
|---|---|----------------|---------|
| 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 |

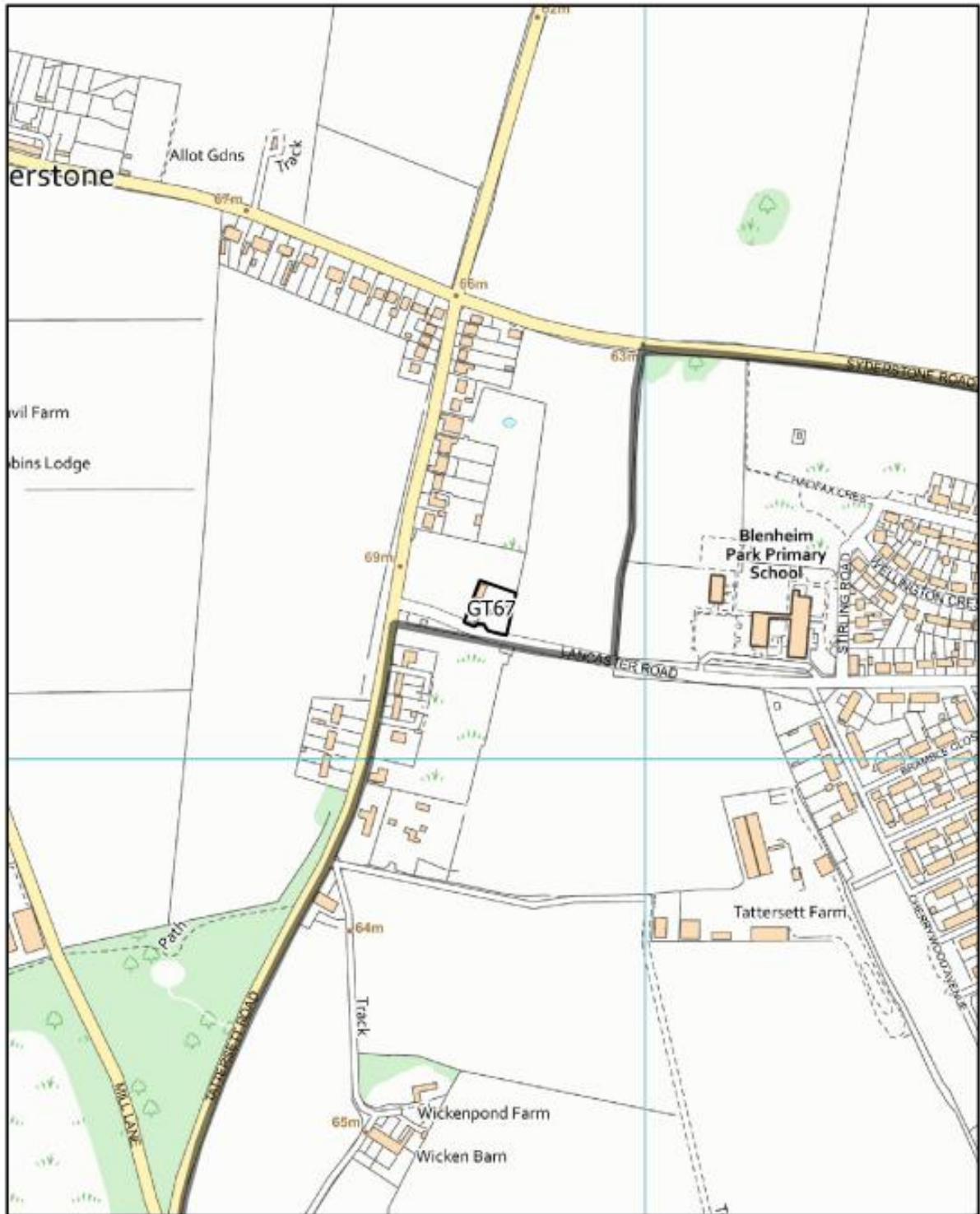
| Suitability Assessment | | |
|---|--------|--|
| Constraint | Score | Comment |
| Access to Site | Yellow | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | Red | No core services within 800m/10 minutes walking distance. |
| Utilities Capacity | 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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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) |
|----------------------|----------------------------------|----------------|---------|

| | |
|-----------------------|---|
| Is the site suitable? | Not achievable |
| 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 |

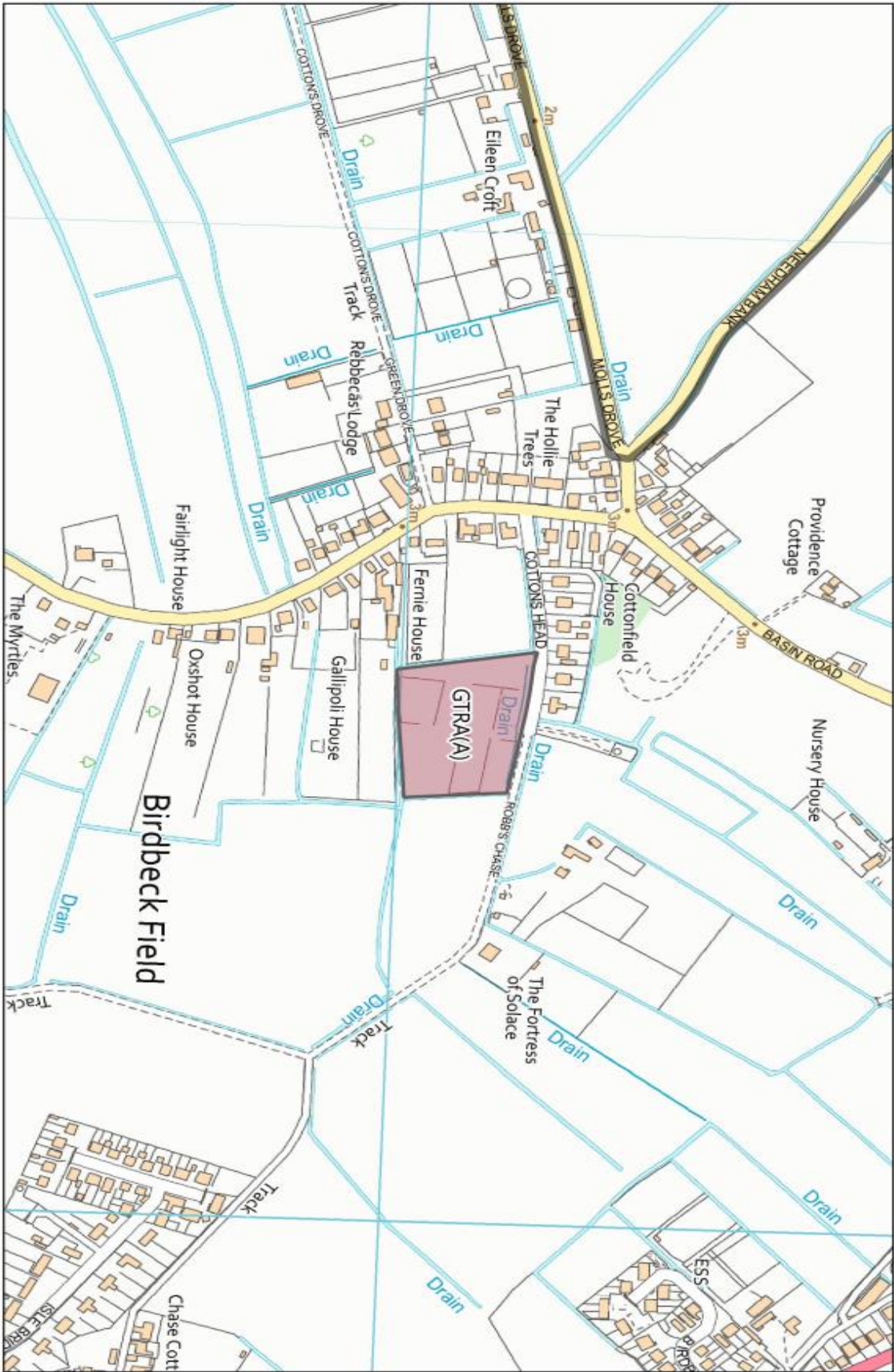
| | | |
|---|--|--|
| | | from the application that in addition to cars being present on the site there would also be wider vehicles accessing Cotton's Head such as touring caravans. |
| Coastal Change | | The site is not adjacent to a Coastal Flood Hazard Zone. |
| Compatibility with Neighbouring/ Adjoining 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) |
|----------------------|---|----------------|---------|

| | |
|-----------------------|--|
| 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 intervisable 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 |

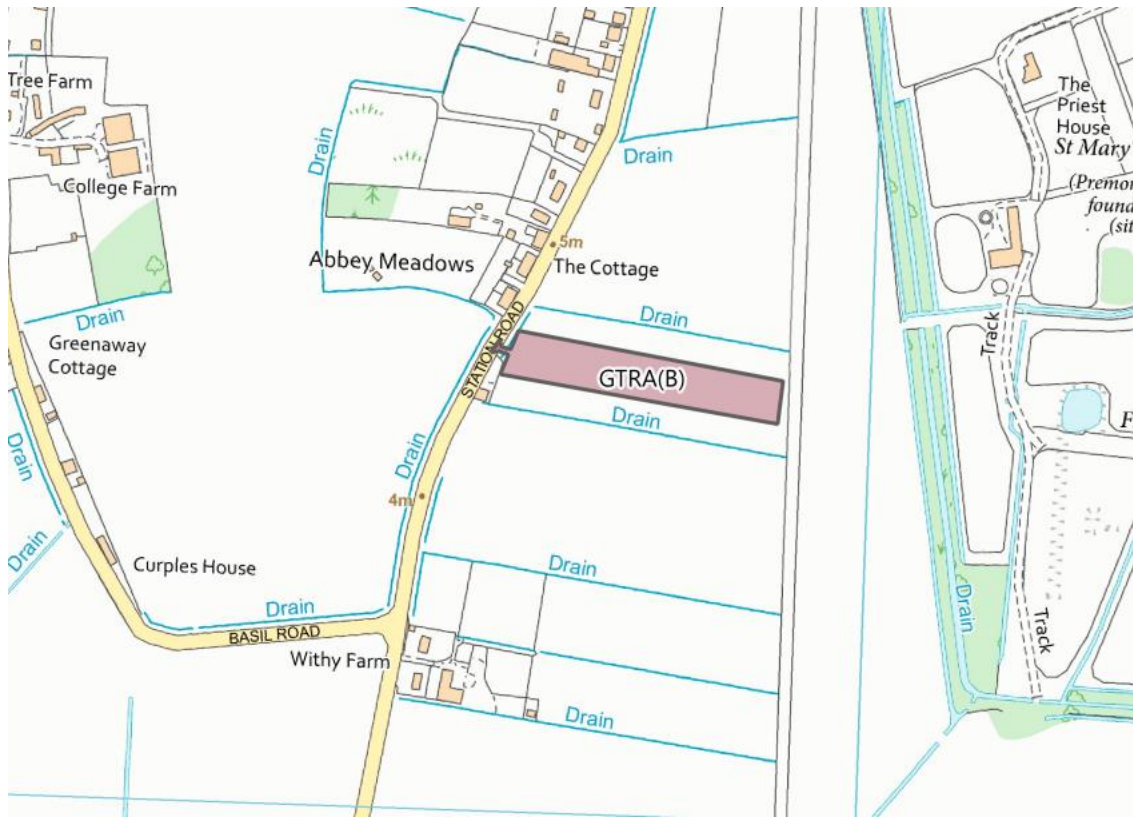
| | | |
|----------------|--|---|
| Adjoining Uses | | neighbouring/adjoin uses; however, these could be reasonably mitigated through the design and layout of the site. |
|----------------|--|---|

| 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) |
|----------------------|---|----------------|---------|

| | |
|-----------------------|--|
| 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. |

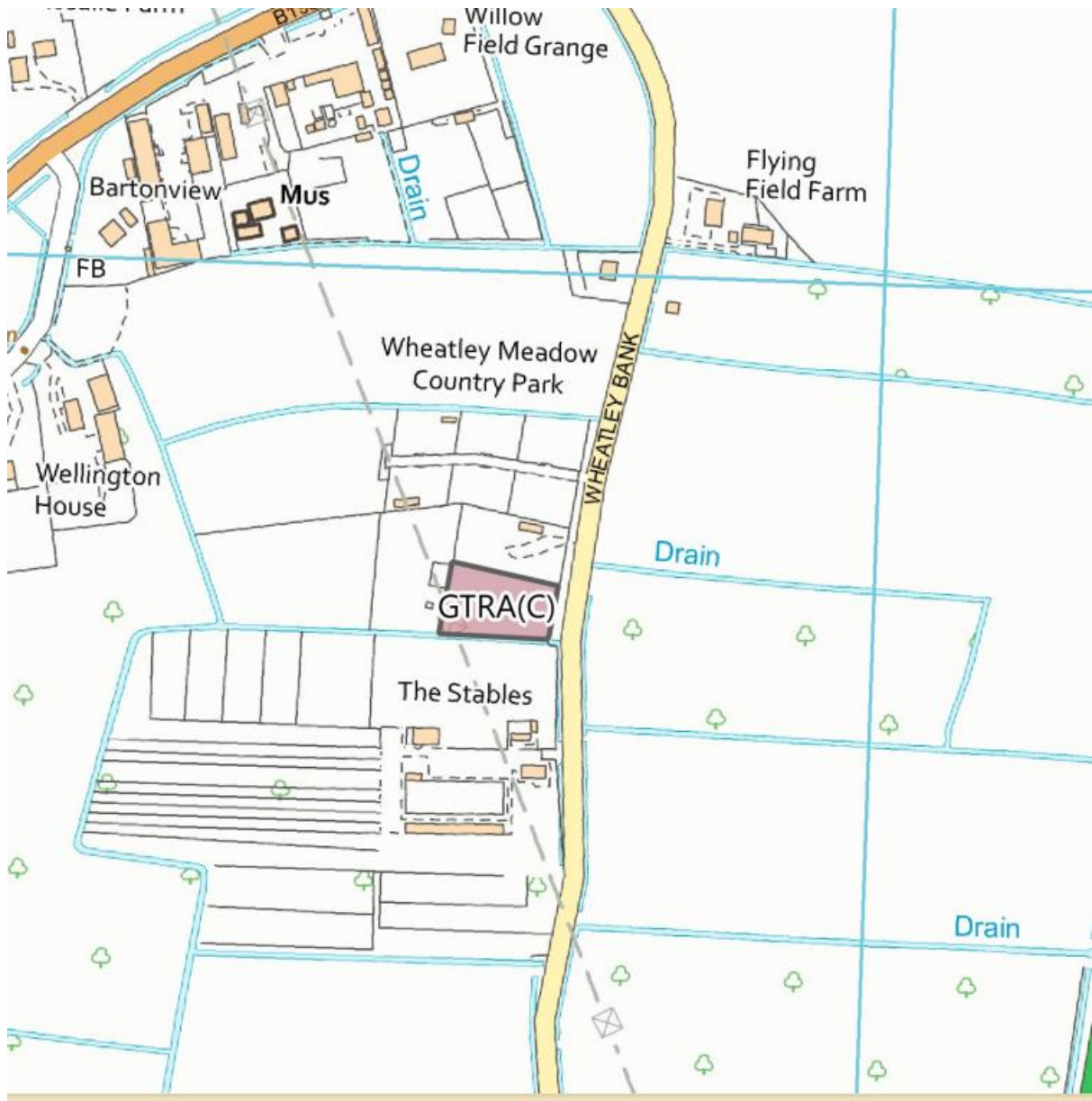
| | | |
|---|--|--|
| Transport and Roads | | Highway is constrained by its current size, but additional pitches could be supported through appropriate mitigation if and where required. |
| Coastal Change | | The site is not adjacent to a Coastal Flood Hazard Zone |
| Compatibility with Neighbouring/ 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) |
|----------------------|--|----------------|---------|

| | |
|-----------------------|---|
| 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) |
|----------------------|---|----------------|---------|

| | |
|-----------------------|---|
| Is the site suitable? | The site Not suitable |
| Suitability Comments? | The site has some significant constraints identified. |
| Planning Status | Potential new site |

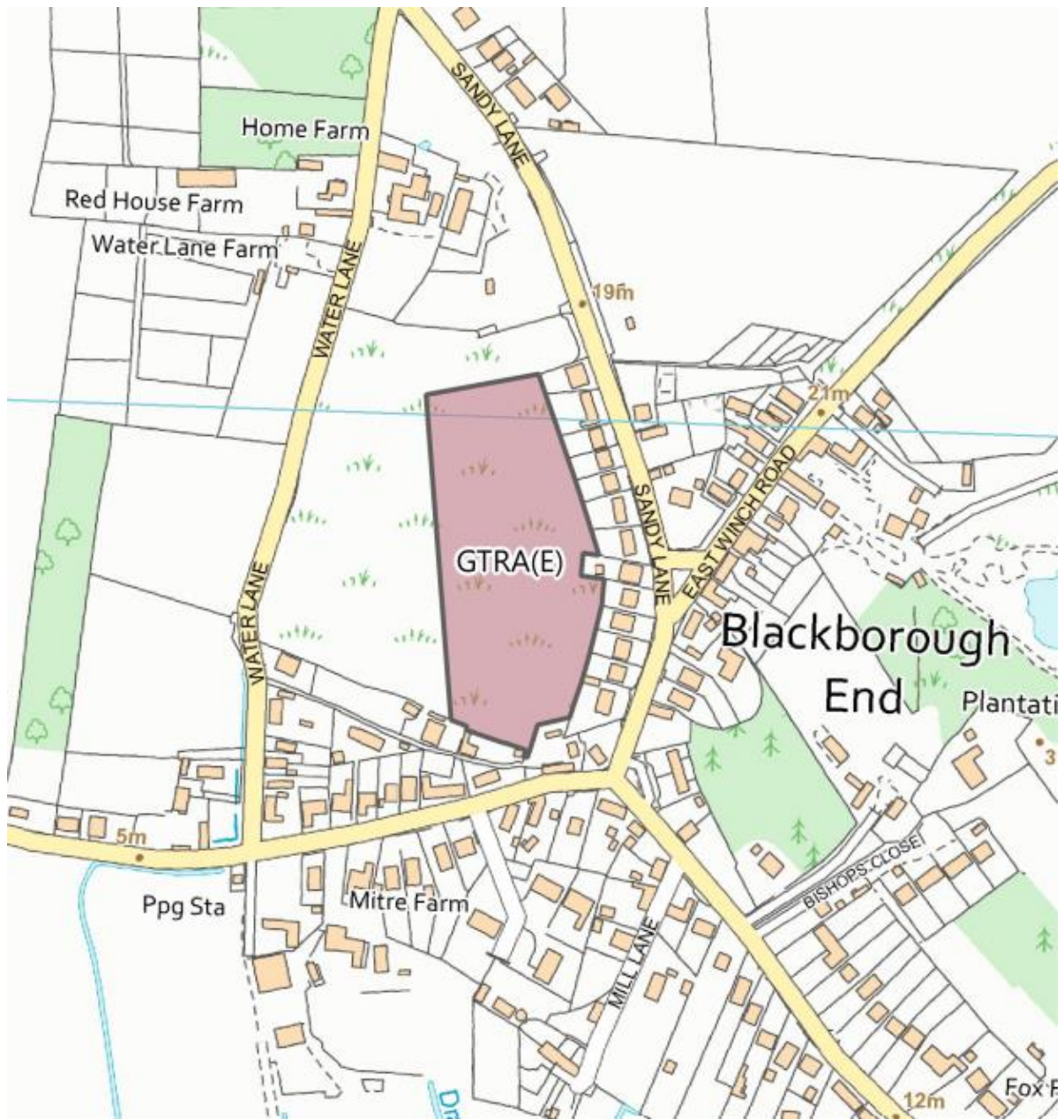
| Suitability Assessment | | |
|---|-------|--|
| Constraint | Score | Comment |
| Access to Site | | Site could provide a suitable access to an existing highway |
| Accessibility to Local Services and Facilities | | Some core services within 800m/10 minutes walking distance. |
| Utilities Capacity | | 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) |
|----------------------|----------------------------------|----------------|---------|

| | |
|-----------------------|---------------------------------------|
| 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 |

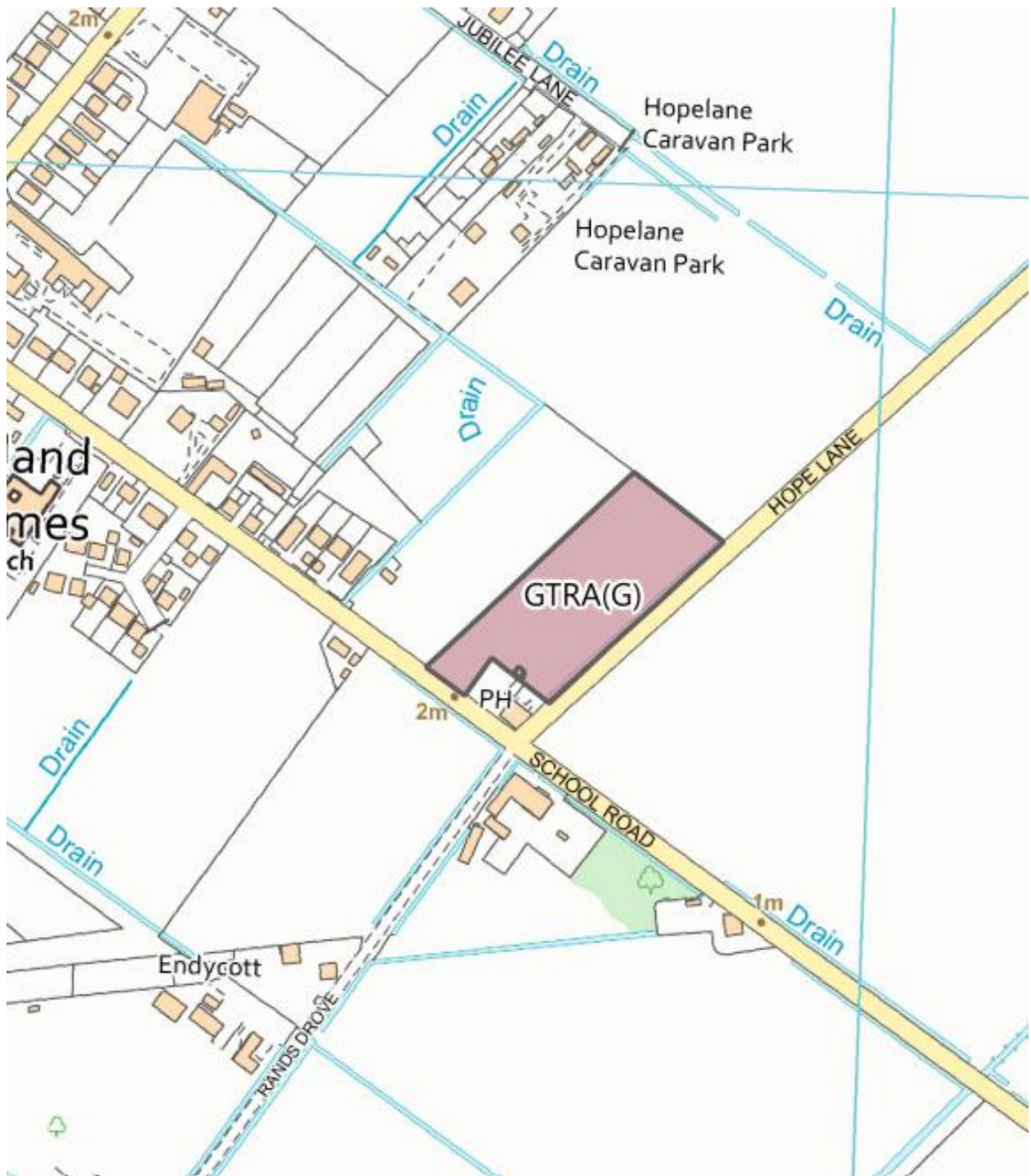
| Suitability Assessment | | |
|---|--------|--|
| Constraint | Score | Comment |
| Access to Site | Yellow | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | Yellow | Some core services within 800m/10 minutes walking distance. |
| Utilities Capacity | 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> | |



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|----------------------|--|----------------|---------|
| Site Name/Settlement | Land to the South of the B1145 – King's Lynn Council owned land | Site Reference | GTRA(H) |
|----------------------|--|----------------|---------|

| | |
|-----------------------|---------------------------------------|
| 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 | 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) |
|----------------------|---|----------------|---------|

| | |
|-----------------------|---------------------------------------|
| Is the site suitable? | The site is Not suitable |
| Suitability Comments? | The site some constraints identified. |
| Planning Status | Potential new site |

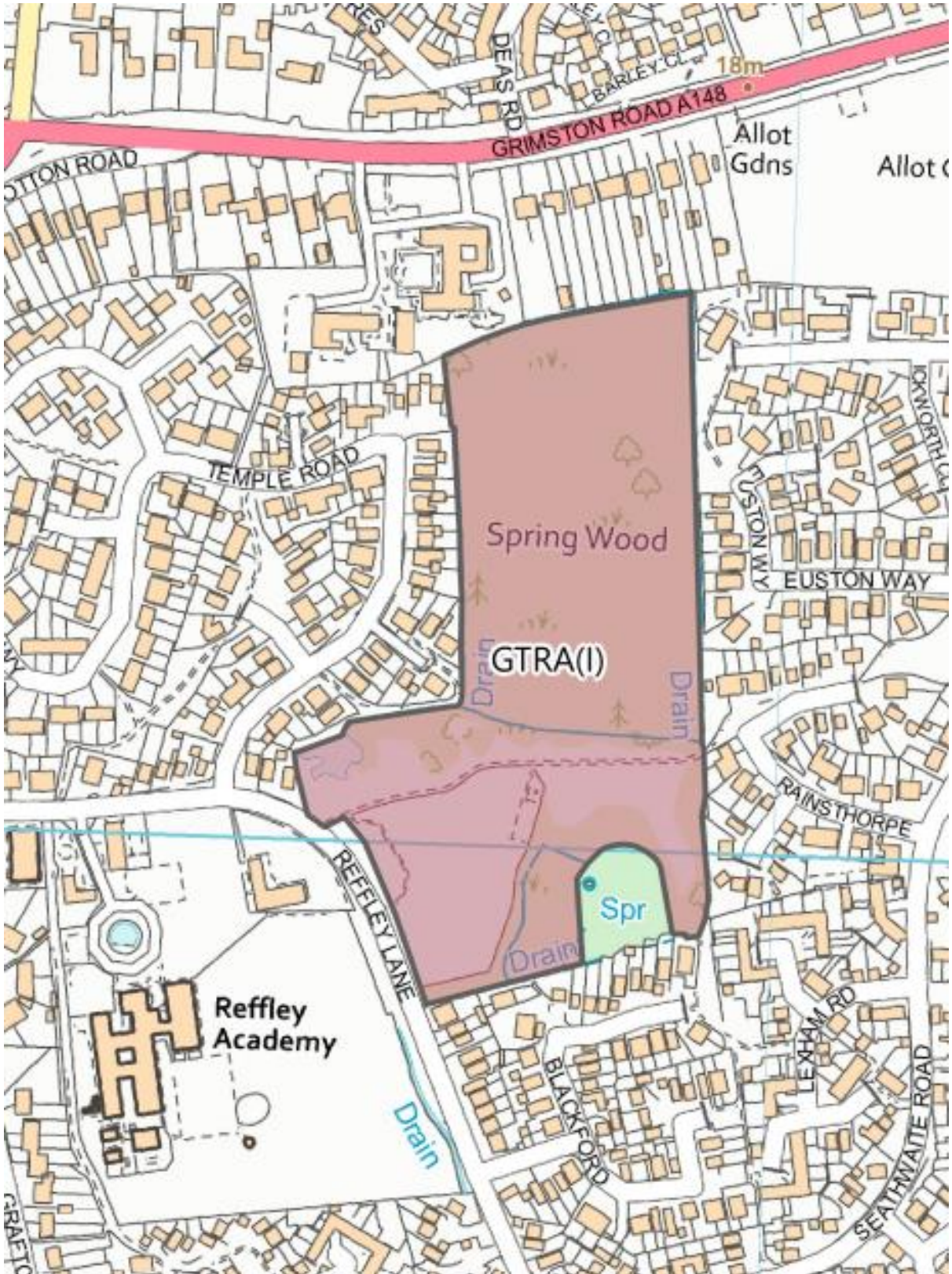
| Suitability Assessment | | |
|---|-------|--|
| Constraint | Score | Comment |
| Access to Site | | Site has a current access on to an existing highway – at Reffley Lane. |
| Accessibility to Local Services and Facilities | | Site is within walkable distance to one to three core services within 1200m. |
| 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> | |



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|----------------------|---|----------------|---------|
| Site Name/Settlement | Land to the North of Church Road, Emneth Council Owned Land | Site Reference | GTRA(J) |
|----------------------|---|----------------|---------|

| | |
|-----------------------|---------------------------------------|
| Is the site suitable? | The site is Not suitable |
| Suitability Comments? | The site some constraints identified. |
| Planning Status | Potential new site |

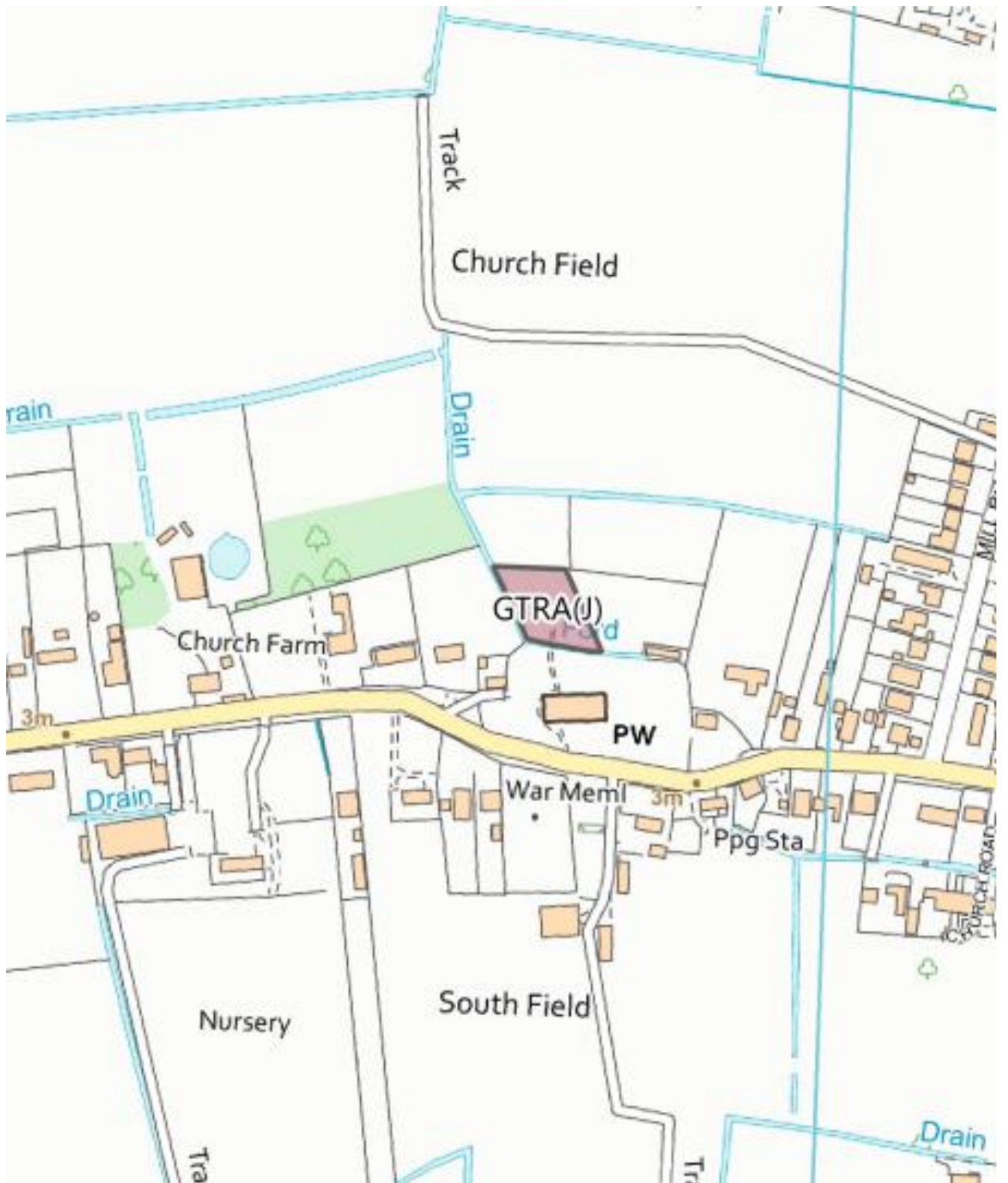
| Suitability Assessment | | |
|---|-------|---|
| Constraint | Score | Comment |
| Access to Site | | Site does not likely have a current access on to an existing highway. |
| Accessibility to Local Services and Facilities | | Site is within walkable distance to one to three core services within 1200m. |
| 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) |
|----------------------|--|----------------|---------|

| | |
|-----------------------|---|
| 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)



1:5,000

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 Ordnance Survey AC0000819234

11/12/2023

| | | | |
|----------------------|---|----------------|---------|
| Site Name/Settlement | Land at Sandy Lane, Blackborough End | Site Reference | GTRA(L) |
|----------------------|---|----------------|---------|

| | |
|-----------------------|---|
| Is the site suitable? | The site Not suitable |
| Suitability Comments? | The site has some significant constraints identified. |
| Planning Status | Potential new site |

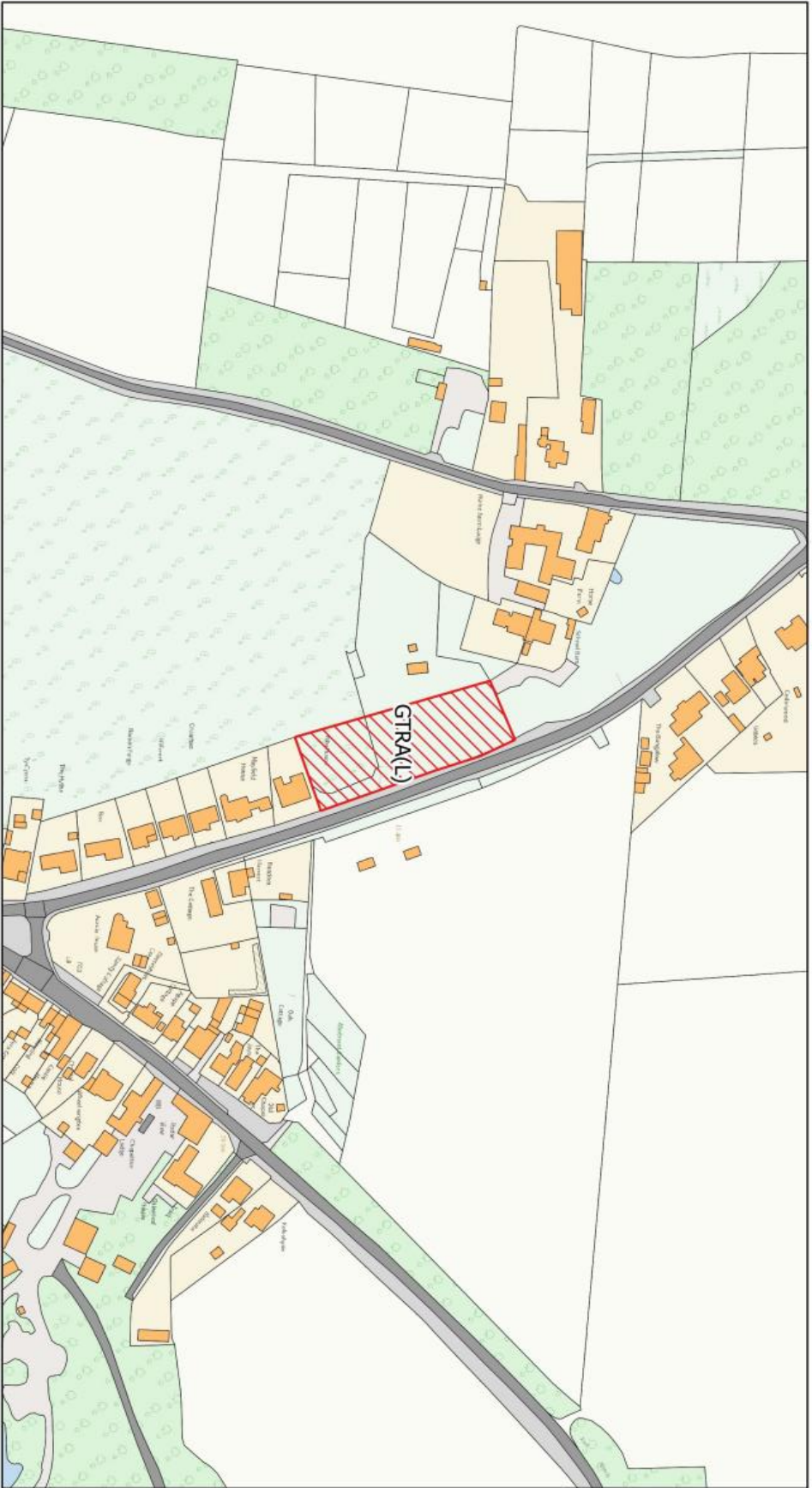
| Suitability Assessment | | |
|---|-------|--|
| Constraint | Score | Comment |
| Access to Site | | Site could provide a suitable access to an existing highway |
| Accessibility to Local Services and Facilities | | some core services within 800m/10 minutes walking distance. |
| Utilities Capacity | | 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> | |



GTRAL(L)

| | | | |
|----------------------|---|----------------|---------|
| Site Name/Settlement | Land at Sandy Lane, Blackborough End | Site Reference | GTRA(M) |
|----------------------|---|----------------|---------|

| | |
|-----------------------|---|
| Is the site suitable? | The site Not suitable |
| Suitability Comments? | The site has some significant constraints identified. |
| Planning Status | Potential new site |

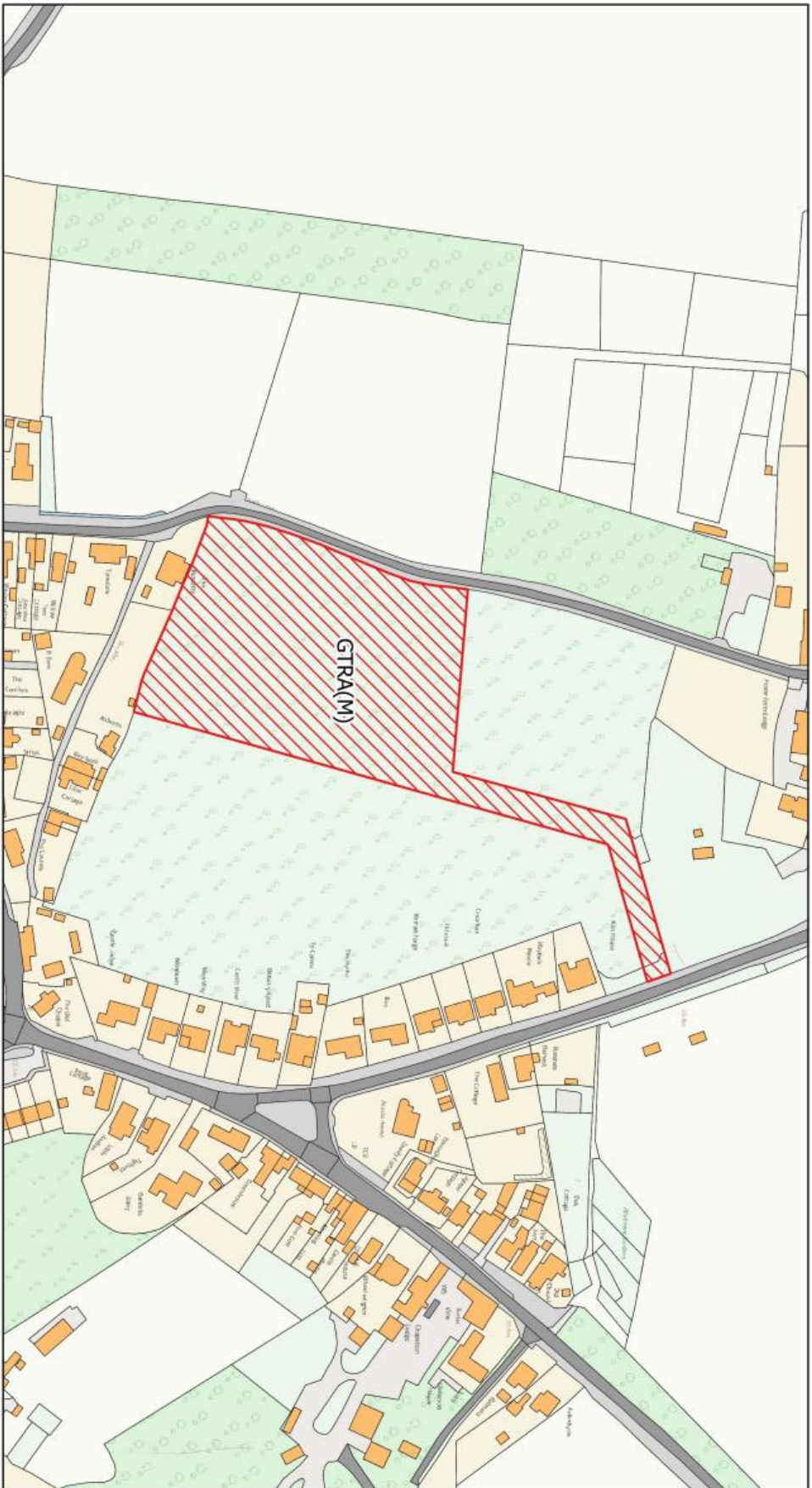
| Suitability Assessment | | |
|---|-------|--|
| Constraint | Score | Comment |
| Access to Site | | Site could provide a suitable access to an existing highway |
| Accessibility to Local Services and Facilities | | some core services within 800m/10 minutes walking distance. |
| Utilities Capacity | | 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> | |



GTRAM(M)

| | | | |
|----------------------|---|----------------|---------|
| Site Name/Settlement | Land at Sandy Lane, Blackborough End | Site Reference | GTRA(N) |
|----------------------|---|----------------|---------|

| | |
|-----------------------|---|
| 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 New Road, Upwell | Site Reference | GTRA(0) |
|----------------------|------------------------------|----------------|---------|

| | |
|-----------------------|---|
| Is the site suitable? | The site Not suitable |
| Suitability Comments? | The site has some significant constraints identified. |
| Planning Status | Potential new site |

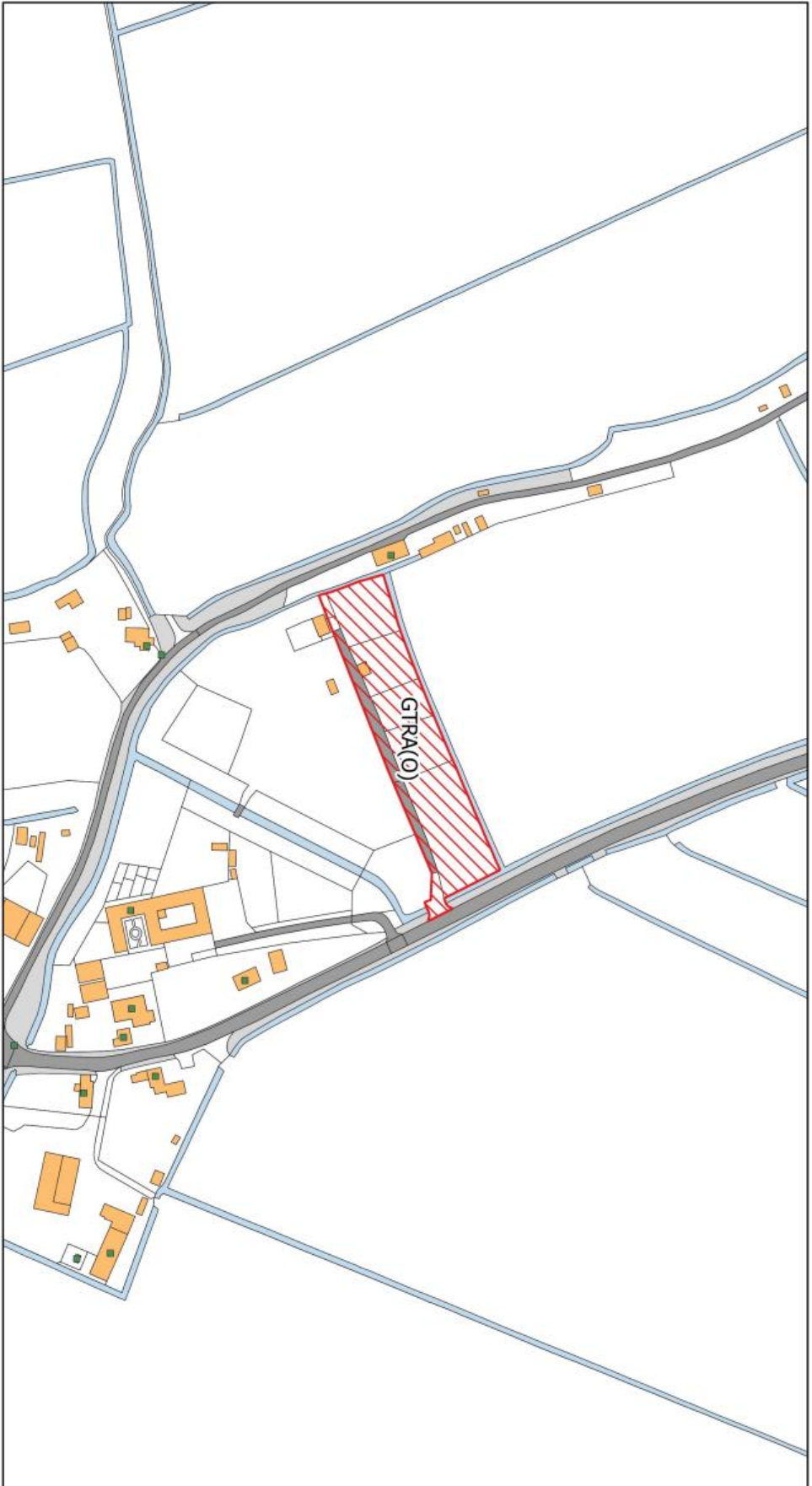
| Suitability Assessment | | |
|---|--------|--|
| Constraint | Score | Comment |
| Access to Site | Yellow | Site has a current access on to an existing highway |
| Accessibility to Local Services and Facilities | Red | No core services within 800m/10 minutes walking distance. |
| Utilities Capacity | 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 | | |
|--|---|---|
| Red No possibility of creating access to the site | Amber There are potential access constraints on the site, but these could be overcome through development | Green 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 | | |
|---|--|--|
| Red 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. | Amber 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 | Green 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"> • A primary school, • A secondary school • A local healthcare service (doctors' surgery), • Retail and service provision for day to day needs (district/local shopping centre, village shop); • Local employment opportunities (principally existing employment sites, but designated or proposed employment area in a local plan will also be considered), • 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). | | |
| <i>Exceptions: None</i> | | |

| Utilities Capacity | | |
|--|--|--|
| Red No available utilities capacity and no potential for improvements. | Amber No available utilities capacity but potential for improvements to facilitate capacity. | Green 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 | | |
|---|---|---|
| Red N/a | Amber Utilities infrastructure present on the site that could affect the development potential. | Green 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 | | |
|--|--|---|
| Red N/a | Amber The site is potentially contaminated or has potential ground stability issues that could be mitigated. | Green 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>Red The site is within the functional flood plain (Zone 3b)</p> | <p>Amber 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>Green 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 mitigation⁷.</p> | | |
| <p><i>Exceptions: None</i></p> | | |

| Coastal Change | | |
|---|--|--|
| Red The site is for residential use and within the Coastal Change Management Area or Coastal Flood Hazard Zone. | Amber 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. | Green 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.⁸</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 | | |
|--|--|--|
| Red Development of the site would have a detrimental impact on sensitive or other landscapes which cannot be mitigated. ⁹ | Amber Development of the site would have a detrimental impact on sensitive or other landscapes which could be mitigated. | Green 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"> • areas within and adjacent to National Parks, the Broads and Areas of Outstanding Natural | | |

| |
|--|
| <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 | | |
|--|---|---|
| Red Development of the site would have a detrimental impact on townscapes which cannot be mitigated. ¹⁰ | Amber Development of the site would have a detrimental impact on townscapes which could be mitigated. | Green 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 | | |
|---|--|---|
| Red 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. | Amber 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. | Green 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"> • Special Areas of Conservation (including possible Special Areas of Conservation) • Special Protection Areas (including potential Special Protection Areas) • Ramsar sites (including proposed Ramsar sites) • Sites of Specific Scientific Interest • National Nature Reserves • Ancient Woodland and those with regional or local protection, namely: <ul style="list-style-type: none"> • Regionally Important Geological Sites • Local Nature Reserves • County Wildlife Sites | | |

- 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.¹¹

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 | | |
|---|---|--|
| Red 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. ¹² | Amber 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. | Green 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"> • Listed Buildings (grade I, grade II* and grade II) • Registered Parks and Gardens • Scheduled Ancient Monuments • Conservation Areas | | |

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).¹³

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 | | |
|---|---|---|
| Red 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. | Amber Development of the site would result in a loss of open space which is surplus to requirements or could be replaced locally. | Green 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.¹⁴</p> <p><i>Exceptions: None</i></p> | | |

| Transport and Roads | | |
|--|--|--|
| Red Development of the site would have an unacceptable impact on the functioning of trunk roads and/or local roads that cannot be reasonably mitigated. | Amber Any potential impact on the functioning of trunk roads and/or local roads could be reasonably mitigated. | Green 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"> • Accessibility to public transport and key services and facilities and employment opportunities for sites being considered for residential use; • Accessibility to public transport and housing and other facilities for sites being considered for non-residential use; • Development potential and associated traffic generation, and; • Existing traffic conditions and capacity of local junctions. <p><i>Exceptions: None</i></p> | | |

| Compatibility with Neighbouring/Adjoining Uses | | |
|---|--|--|
| Red Neighbouring/adjoining uses to the proposed site would be incompatible with the proposed development type with no scope for mitigation. | Amber Development of the site could have issues of compatibility with neighbouring/adjoining uses; however, these could be reasonably mitigated. | Green 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> | | |