

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



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

**Gypsy and Travellers and Travelling  
Showpeople Potential Sites and Policy  
Consultation**

**January 2024**

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## **1. Scope of this document**

1.1. 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 over the Local Plan period until 2039. The documents seek to achieve this through a combination of ways:

- Identifying those sites and locations appropriate for accommodating the required Gypsies and Travellers and Travelling Showpeople need; and
- Planning policies to help manage future development for Gypsy and Traveller use over the plan period.

1.2. We are seeking your views on the following:

- The proposed strategy for accommodating Gypsy and Traveller provision in the Borough; and
- The proposed sites/yards and broad locations identified to potentially accommodate the required need; and
- The proposed planning Policies designed to manage new Gypsy and Travellers and Travelling Showpeople developments in the future.

1.3. Full details of how to respond to the forthcoming consultation (26 January – 8 March 2024) are available in Section 10 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. The majority of sites are privately owned family sites with close and extended family members. The majority 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 located 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. Why is it Important to Meet Accommodation Needs?**

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

3.2. 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.

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

#### 4. The Aim of this Document

4.1. The aim of this document is to propose the Borough Council's preferred proposals to fully meet the accommodation needs for Gypsy and Traveller pitches and Travelling Showpeople plots to 2039. This will be achieved through site allocations and/ or Broad Locations for growth; and to provide a policy framework for assessing future proposals.

#### 5. Permanent Accommodation Requirements

5.1 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.

5.2 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.

5.3 Since the publication of the Gypsy and Traveller Accommodation Assessment (GTAA), decisions on recent planning appeals has resulted in the number of pitches required over the plan period and within the first 5-years being reduced from 102 to 97 and 76 to 71 respectively.

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

<b>Year Period</b>	<b>Dates</b>	<b>Need</b>
<b>0-5</b>	2023-2027	71
<b>6-10</b>	2028-2032	10
<b>11-15</b>	2033-2037	11
<b>16-17</b>	2038-2039	5
<b>0-17</b>		97

5.4 The needs assessment identified a requirement for 71 pitches in the first 5-years for households meeting the planning definition. Need occurring after year

5 results from household formation set out in Government policy guidance. This is particularly important because the borough council is required to maintain a 5-year supply of gypsy and traveller sites. The allocations and policies in this document would allow the council to meet this national policy requirement.

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

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

## **6. Proposed Approach to meeting the Accommodation Needs**

- 6.1. Accommodation needs should be met on authorised pitches/plots. 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.
- 6.2. 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.
- 6.3. 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.
- 6.4. 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.
- 6.5. 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.

- 6.6. 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.
- 6.7. Any residual requirements are proposed to be met through new site allocations or by identifying broad locations for growth in the Plan.
- 6.8. 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 further investigation must be undertaken to identify whether constraints can be overcome through mitigation measures such as flood mitigation in areas that are at risk from flooding.
- 6.9. In cases where there is little likelihood that constraints can be suitably mitigated, then alternative locations (Broad Locations) will be identified and allocated. The Council are also consulting on these sites as well as the preferred sites.
- 6.10. The Policies on Pages 5 to 8 (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.
- 6.11. The site profiles from Page 10 provide more detail about each site and a location plan showing the extent of the site/yards and those broad locations for growth.

## 7. Potential Locations and Planning Policy for Accommodating the Permanent Need for Gypsy, Travellers and Travelling Showpeople

### Proposed POLICY A: 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 97 permanent pitches by 2039, with approximately 71 permanent pitches to be delivered by 2028-2029, through a combination of:
2. The designation and protection of existing authorised Gypsy and Traveller sites;
3. The establishment or re-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	Indicative Number of additional Pitches in relation to their existing capacity
<b>GT05</b>	19 - 121 Magdalen Road, Tilney St Lawrence	1
<b>GT11</b>	Homefields, (Western Side, Goose Lane), Marshland St James	1
<b>GT17</b>	Land at The Lodge, Small Lode, Upwell	1
<b>GT18</b>	Land at 2 Primrose Farm, Small Lode, Upwell	5
<b>GT20</b>	Land at Botany Bay, Upwell	1
<b>GT21</b>	Land at Four Acres, Upwell	1
<b>GT28</b>	Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk	2
<b>GT33</b>	Land Next to Clydesdale, Biggs Road, Walsoken	1
<b>GT34</b>	Land at Creaksville, South Creake	1
<b>GT35</b>	Land at Green Acres, Upwell	2
<b>GT39</b>	Land at Oak Tree Lodge, The Common, South Creake	3
<b>GT42</b>	Land at Red Barn, Cowles Drove, Hockwold cum Wilton	3
<b>GT54</b>	Land at the Pines, Whittington	1
<b>GT55</b>	Land at Victoria Barns, Basin Road, Outwell	1
<b>GT56</b>	Wheatley Bank, Walsoken (South of Worzals paralell to A47)	9
<b>GT59</b>	Land at Spriggs Hollow, Wiggshall St Mary Magdalen	4
<b>GT66</b>	Land at Brandon Road, Methwold	1



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

Ref	Site Name/address	Number of Pitches to be Authorised
<b>GT09</b>	The Stables, Marshland St James	1
<b>GT43</b>	Homefield, Common Rd South, Walton Highway	1
<b>GT59</b>	Spriggs Hollow, Wiggenhall St Mary Magdalen	1

5. New sites at:

Ref	Site Name/address	Indicative Number of Pitches in relation to their capacity
<b>GTRA(B)</b>	Land at Station Road, West Dereham	10
<b>GTRA(C)</b>	Land to the West of Country Park Travellers Site Wheatley Bank, Walsoken	1

6. The following authorised existing sites are identified on the Policies Map for additional Travelling Showpeople and are safeguarded for such use:

Ref	Site Name/address	Indicative Number of additional Plots in relation to their existing capacity
<b>GT25</b>	Land at the Oaks, Northwold	1
<b>GT62</b>	Land at Redgate Farm, Magdalan Road, Tilney St Lawrence	2
<b>GT67</b>	Llamedos - Syderstone	1

7. In cases where the required 5-year need cannot be met via the sites identified in Parts 3-5 of this Policy, then the following Broad Locations for growth will be considered:

Ref	Site Name/address	Indicative Number of Pitches for the Broad Location in relation to their capacity
<b>GT14 (Broad Location)</b>	Land to the rear of West Walton Court, Blunts Drove, Walton Highway (Public Site)	10
<b>GT17 Broad Location</b>	Land to the rear of The Lodge, Small Lode, Upwell	13
<b>GT18 Broad Location</b>	Land to the rear of 2 Primrose Farm, Small Lode, Upwell	8
<b>GT21 Broad Location</b>	Land to the rear of Four Acres, Upwell	4
<b>GT37 Broad Location</b>	Land to the rear of Green Acres, Small Lode, Upwell	7
<b>GT38 Broad Location</b>	Land to the rear of Green Acres, Small Lode, Upwell	10
<b>F3.1</b>	Land at Wisbech Fringe Strategic Allocation	10

8. Proposals for new Gypsy and Traveller sites, and/or the extension, and/or intensification of existing authorised Gypsy and Traveller sites to address needs beyond 2027-2028 should:
- in the case of an extension, be small scale, intensify the use of an existing authorised, well managed site and/or make effective use of brownfield land, where possible;
  - provide satisfactory access to community services and facilities such as health and education provision;
  - be of a scale that is appropriate to local character, its local services and infrastructure and would not overwhelm the nearest settled community;
  - have suitable, safe and convenient access to the highway network;
  - 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;
  - 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;
  - ensure the amenity of the Gypsy and Traveller community and the settled community is managed appropriately in accordance with other Local Plan Policies; and
  - 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.
9. 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 and the proposal accords with Part 8 of this policy.
10. Any development granted under this policy will be subject to a condition limiting occupancy to Gypsies and Travellers.
11. 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.

## 8. Potential Planning Policy for Accommodating those Households who do Not Meet the Planning Definition or are classified as undetermined for Gypsy and Travellers and Travelling Showpeople

- 8.1. 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.
- 8.2. 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 B: 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.

## 9. Site Details

9.1. Each site identified for development has an indicative number of pitches/plots that could be delivered during the remaining plan period 2023-2039. The indicative numbers of pitches/plots are used to demonstrate how the Local Plan requirement can be met. It is emphasised that they are only 'indicative', and do not represent a fixed policy target for each individual site.

### **Proposed Sites for Intensification**

These sites are those the Council consider are suitable to accommodate further development.

- GT05 19 - 121 Magdalen Road, Tilney St Lawrence
- GT11 Homefields, (Western Side, Goose Lane), Marshland St James
- GT17 Land at The Lodge, Small Lode, Upwell
- GT18 Land at 2 Primrose Farm, Small Lode, Upwell
- GT20 Land at Botany Bay, Upwell
- GT21 Land at Four Acres, Upwell
- GT28 Many Acres (Smithy's Field), Small Lode, Upwell, Norfolk
- GT33 Land Next to Clydesdale, Biggs Road, Walsoken
- GT34 Land at Creaksville, South Creak
- GT35 Land at Green Acres, Upwell
- GT39 Land at Oak Tree Lodge, The Common, South Creak
- GT42 Land at Red Barn, Cowles Drove, Hockwold cum Wilton
- GT54 Land at the Pines, Whittington
- GT55 Land at Victoria Barns, Basin Road, Outwell
- GT56 Wheatley Bank, Walsoken (South of Worzals parallel to A47)
- GT59 Land at Spriggs Hollow, Walsoken
- GT66 Land at Brandon Road, Methwold

### **Authorising pitches at:**

- GT09 The Stables, Marshland St James
- GT43 Homefield, Common Rd South, Walton Highway
- GT59 Spriggs Hollow

### **New site at:**

- GTRA(B) Land at Station Road, West Dereham
- GTRA(C) Land to the West of Country Park Travellers Site Wheatley Bank, Walsoken

### **Sites for Travelling Showpeople at:**

- GT25 Land at the Oaks, Northwold
- GT62 Land at Redgate Farm, Magdalen Road, Tilney St Lawrence
- GT67 Llamedos – Syderstone

## Proposed Sites for Intensification

### GT05 19- 121 Magdalen Road, Tilney St Lawrence

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

<b>Is the site suitable?</b>	<b>The site potentially suitable (Exception)</b>
<b>Suitability Comments?</b>	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.
<b>Planning Status</b>	Authorised

<b>Constraint</b>	<b>Comment</b>
<b>Access to Site</b>	Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
<b>Accessibility to Local Services and Facilities</b>	Site is within walkable distance to one to three core services within 1200m.
<b>Utilities Capacity</b>	No concerns raised.
<b>Utilities Infrastructure</b>	Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
<b>Contamination and Ground Stability</b>	No known issues. The site is unlikely to be contaminated.
<b>Flood Risk</b>	<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>
<b>Nationally and Locally Significant Landscapes</b>	Development of the site would have a neutral impact but importantly not have a detrimental impact, on sensitive landscapes or their setting
<b>Townscape</b>	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
<b>Biodiversity and Geodiversity</b>	Development of the site would not have a detrimental impact on any designated, protected species or habitat.

<b>Constraint</b>	<b>Comment</b>
<b>Historic Environment</b>	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
<b>Open Space / Green Infrastructure</b>	No known issues. The site is not located on an identified open space
<b>Transport and Roads</b>	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.
<b>Coastal Change</b>	The site is not adjacent to a Coastal Flood Hazard Zone
<b>Compatibility with Neighbouring/ Adjoining Uses</b>	No Neighbouring or adjoining land use constraints identified.

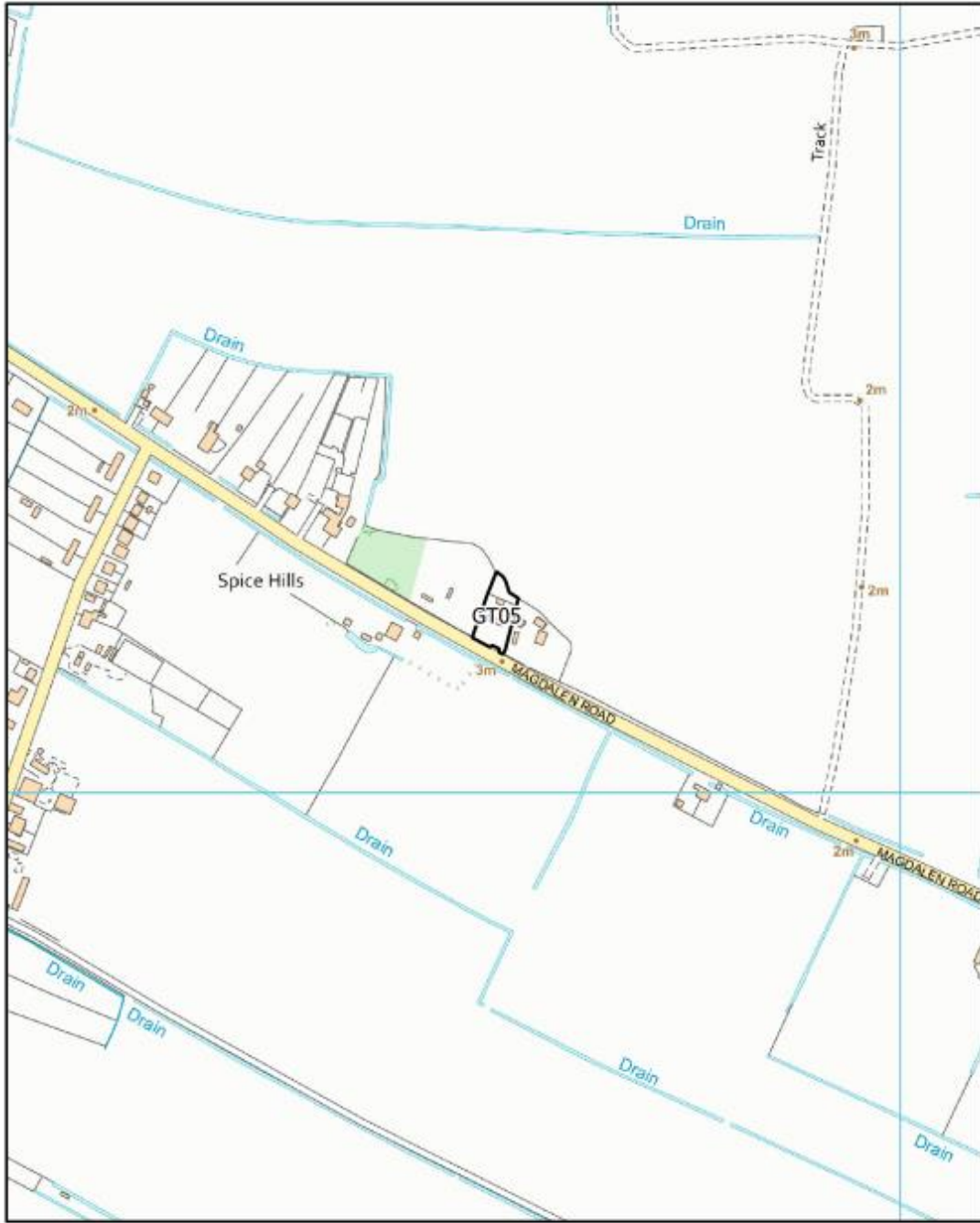
### **Conclusion**

**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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

**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 if the existing flooding constraints can be adequately mitigated.**



Borough Council of  
**King's Lynn &  
 West Norfolk**  
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**GT05**



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08/12/2023

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

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

<b>Is the site suitable?</b>	<b>The site is potentially suitable (Exception)</b>		
<b>Suitability Comments?</b>	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.		
<b>Planning Status</b>	Authorised		

<b>Suitability Assessment</b>		
<b>Access to Site</b>		Site has a current access on to an existing highway. Applicant needs to demonstrate that acceptable visibility can be provided.
<b>Accessibility to Local Services and Facilities</b>		Site is within walkable distance to one to three core services within 1200m.
<b>Utilities Capacity</b>		No concerns raised
<b>Utilities Infrastructure</b>		Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
<b>Contamination and Ground Stability</b>		No known issues. The site is unlikely to be contaminated.
<b>Flood Risk</b>		<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>
<b>Nationally and Locally Significant</b>		Development of the site would have a neutral impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting



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

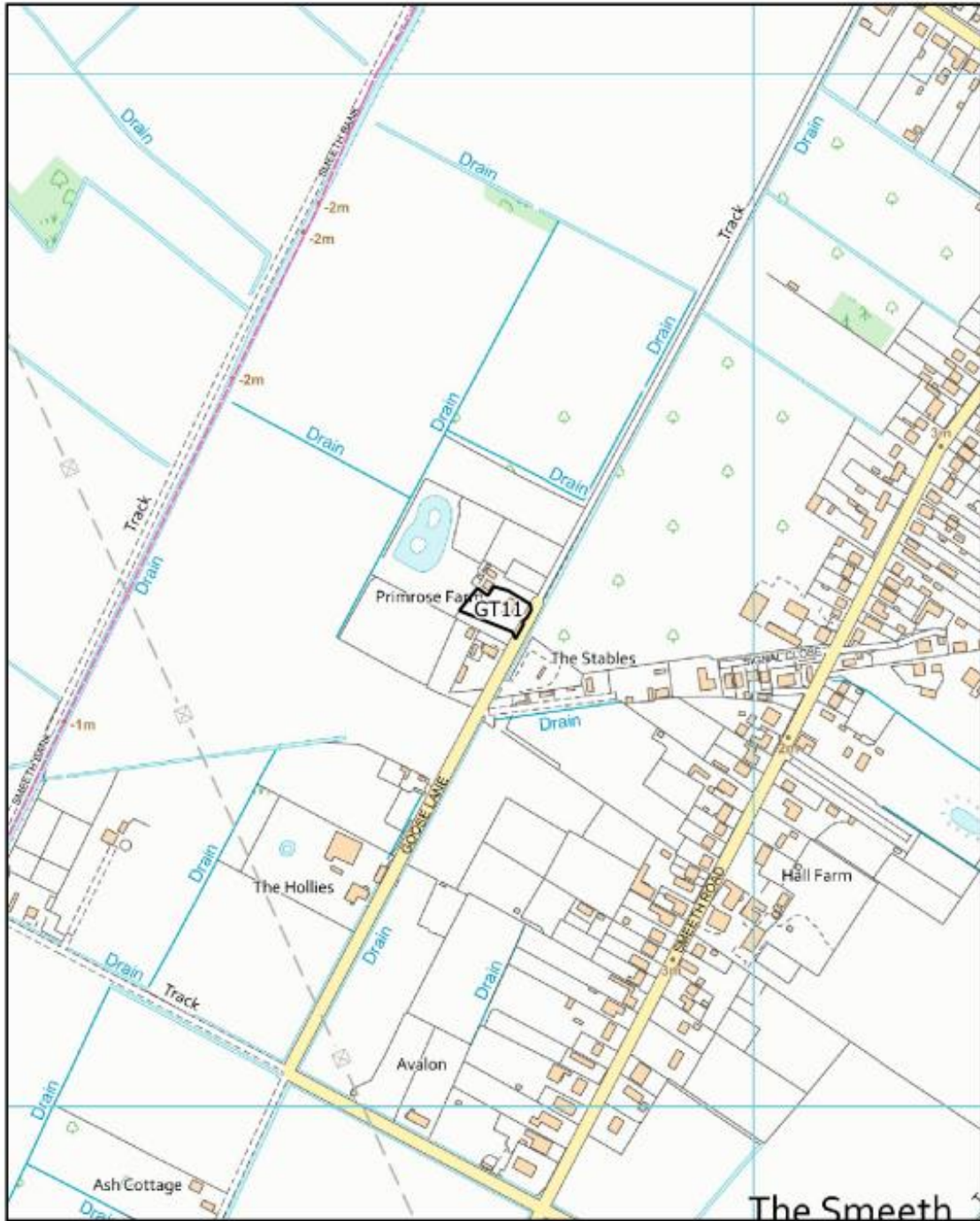
## **Conclusion**

**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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

**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 if the existing flooding constraints can be adequately mitigated.**



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**GT11**



1:5,000

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08/12/2023

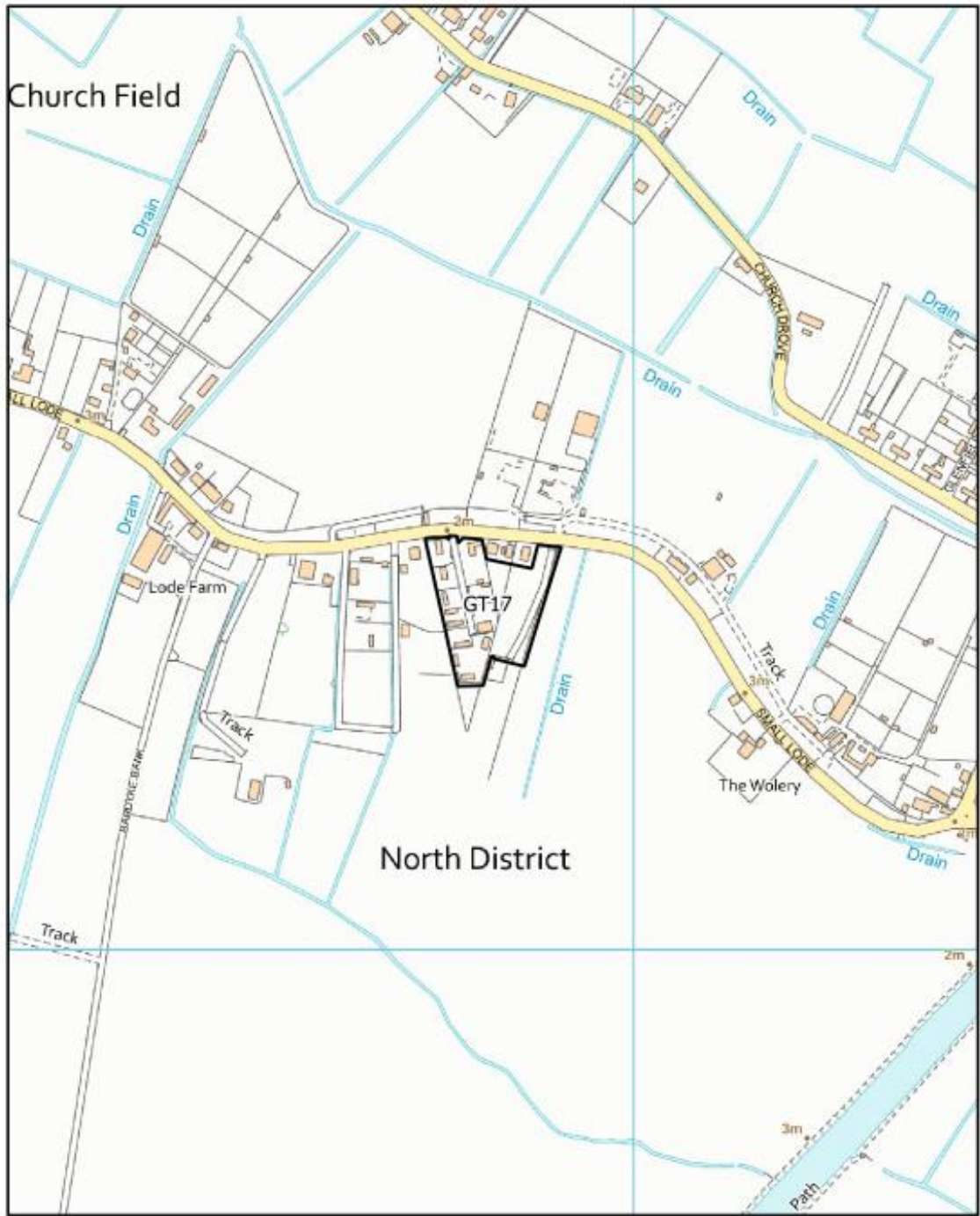
## GT17 Land at The Lodge, Small Lode, Upwell

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 identified	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

Constraint	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	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.

<b>Constraint</b>	<b>Comment</b>
<b>Coastal Change</b>	The site is not adjacent to a Coastal Flood Hazard Zone
<b>Compatibility with Neighbouring/ Adjoining Uses</b>	No Neighbouring or adjoining land use constraints identified.
<b>Conclusion</b>	
<p>The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. Although within a low flood risk area, due to its close proximity to nearby higher risk zones, further work is needed to understand the impact to the site in any extreme flooding event. Mitigation measures are likely to be required.</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 unlikely to lead to any severe impacts to the road network. However some mitigation measures may be necessary if the Broad Location is allocated.</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 required through the development of the site.</p>	



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**GT17**



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## GT18 Land at 2 Primrose Farm, Small Lode, Upwell

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 identified	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

Constraint	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.

<b>Constraint</b>	<b>Comment</b>
<b>Historic Environment</b>	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.
<b>Open Space / Green Infrastructure</b>	No known issues. The site is not located on an identified open space
<b>Transport and Roads</b>	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.
<b>Coastal Change</b>	The site is not adjacent to a Coastal Flood Hazard Zone
<b>Compatibility with Neighbouring/ Adjoining Uses</b>	No Neighbouring or adjoining land use constraints identified.

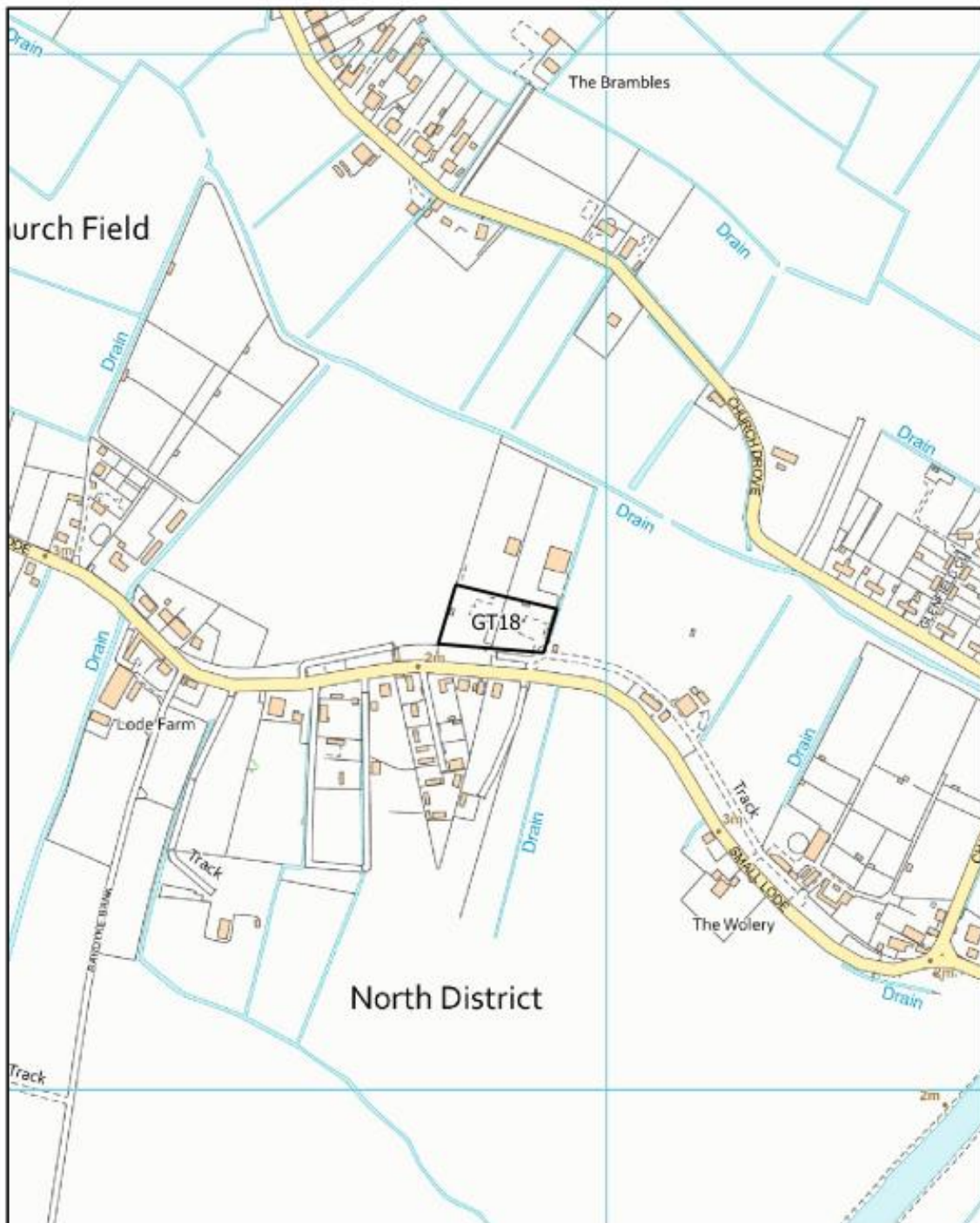
### **Conclusion**

**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 medium risk to life’ in terms of potential flooding volume and depth. The frontage of the site is likely 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 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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network. However some mitigation measures may be necessary if the Broad Location is allocated.**

**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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## GT20 Land at Botany Bay, Upwell

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

Constraint	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	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/	No Neighbouring or adjoining land use constraints identified.

Constraint	Comment
Adjoining Uses	

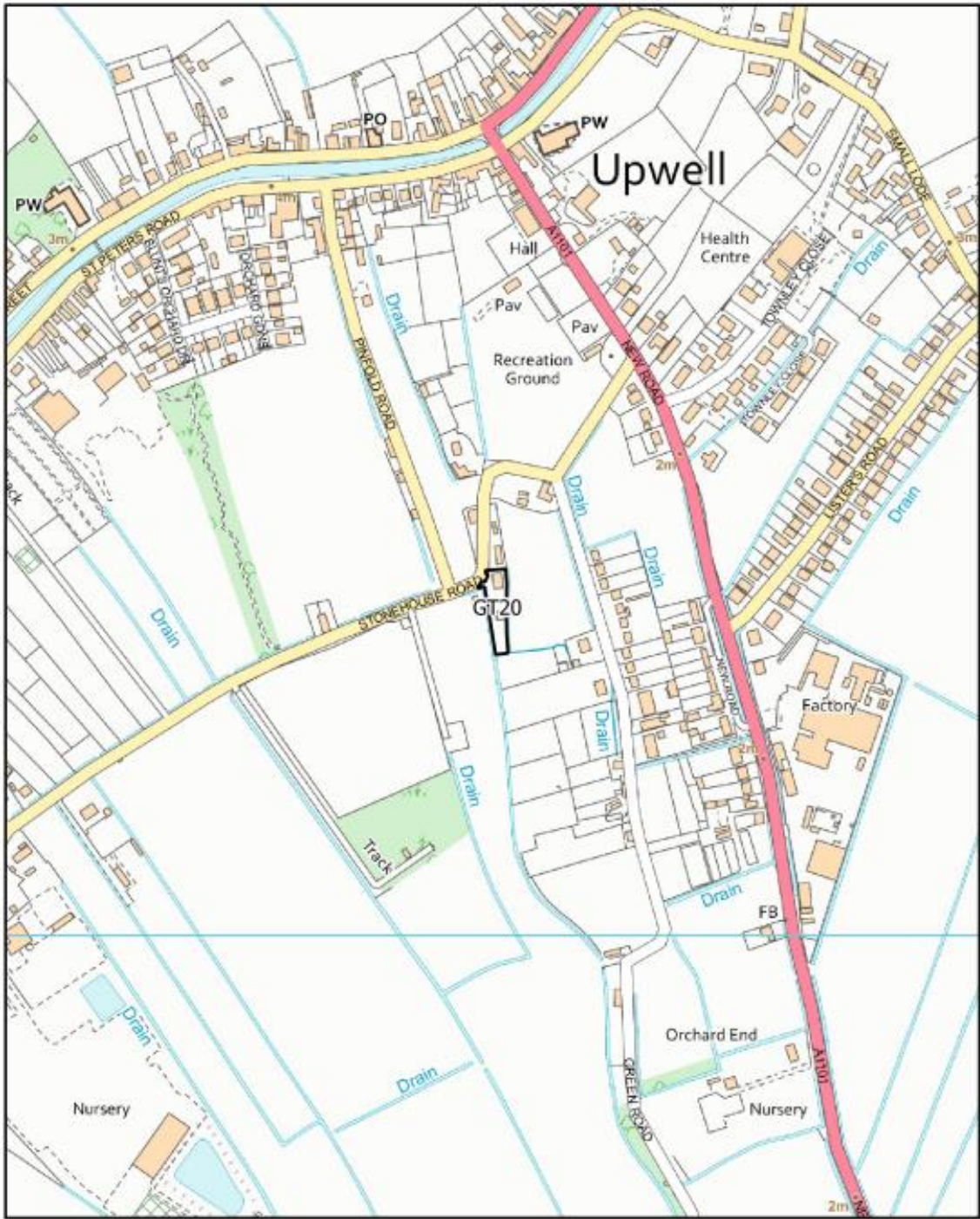
### Conclusion

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 low risk 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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.

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 'suitable' for development with some mitigation measures.



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**GT20**



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## GT21 Land at Four Acres, Upwell

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 identified	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

Constraint	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 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.

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

### **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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

**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 'likely suitable' for development with some mitigation measures.**



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GT21



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

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

Constraint	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	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

Constraint	Comment
<b>Compatibility with Neighbouring/ Adjoining Uses</b>	No Neighbouring or adjoining land use constraints identified.

### Conclusion

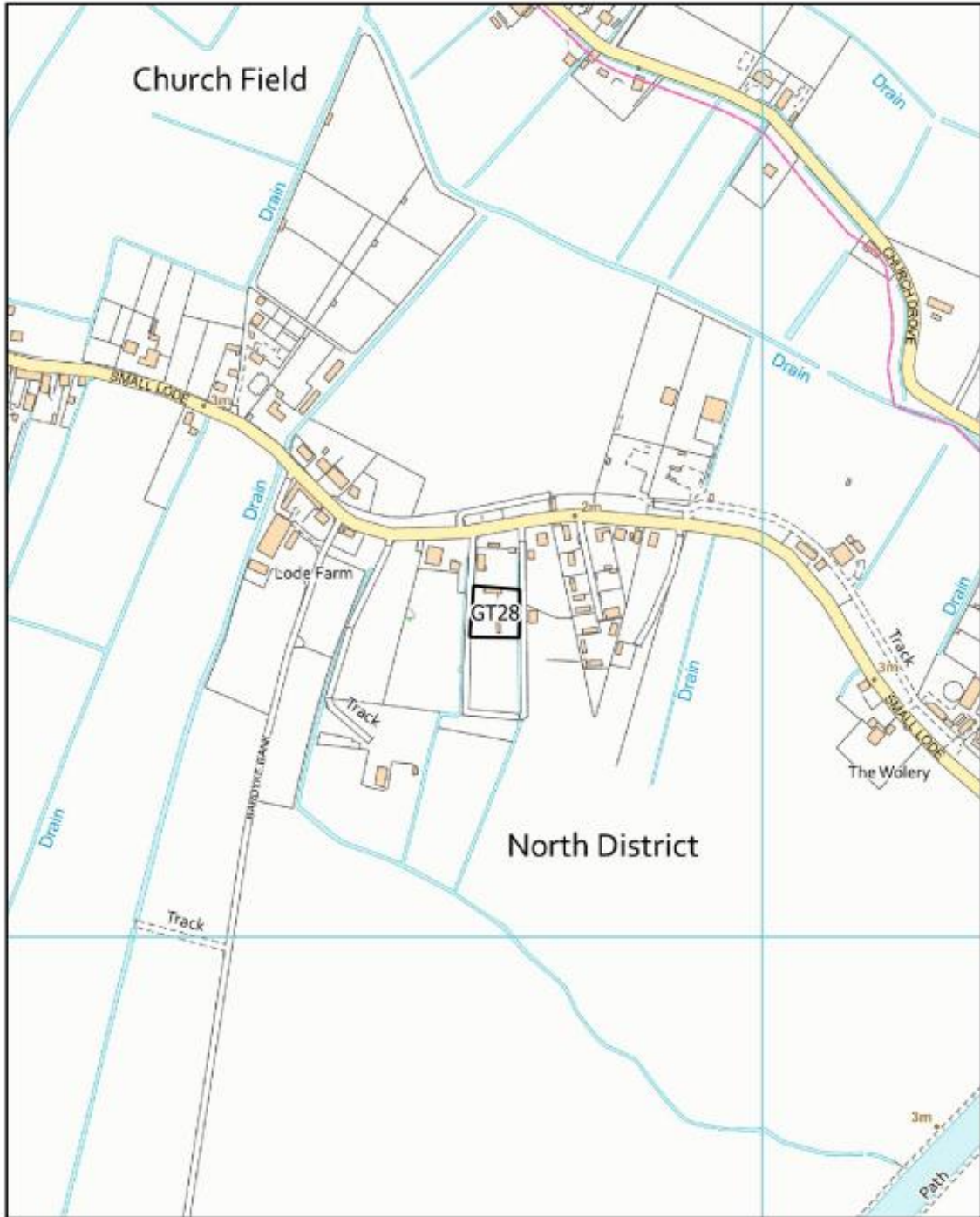
The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity to established flood defences. This highlights that the site is considered ‘a low risk 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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.

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 with some mitigation measures.





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## GT33 Land at Clydesdale and Longacre, Biggs Road, Walsoken

Site Name/Settlement	Homefield, Common Rd South	Site Reference	GT43
Site Capacity	Some remaining capacity	Site Area (Ha)	0.29
Proposed Number of pitches	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

Constraint	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 either a neutral or positive 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.

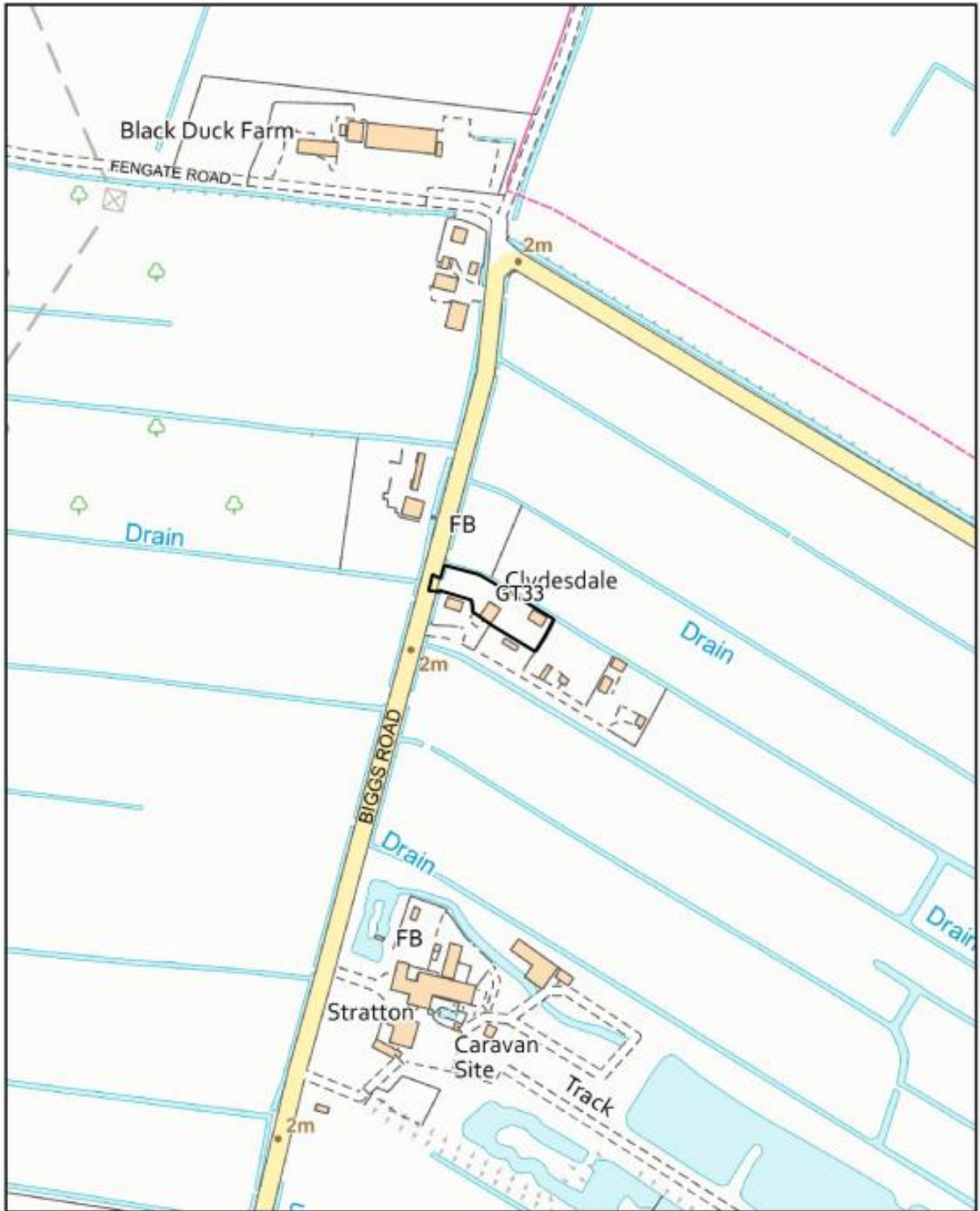
## **Conclusion**

**The site has some identified constraints. These include, highways and its impact on local character and landscape.**

**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.**

**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 with some mitigation measures.**



## GT34 Land at Creakesville, South Creake

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 has very few identified constraints.
Planning Status	Authorised

Constraint	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 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	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	The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with	Near residential dwellings. Development of the site could have issues of compatibility with

<b>Constraint</b>	<b>Comment</b>
<b>Neighbouring/ Adjoining Uses</b>	neighbouring/adjoin uses; however, these could be reasonably mitigated.

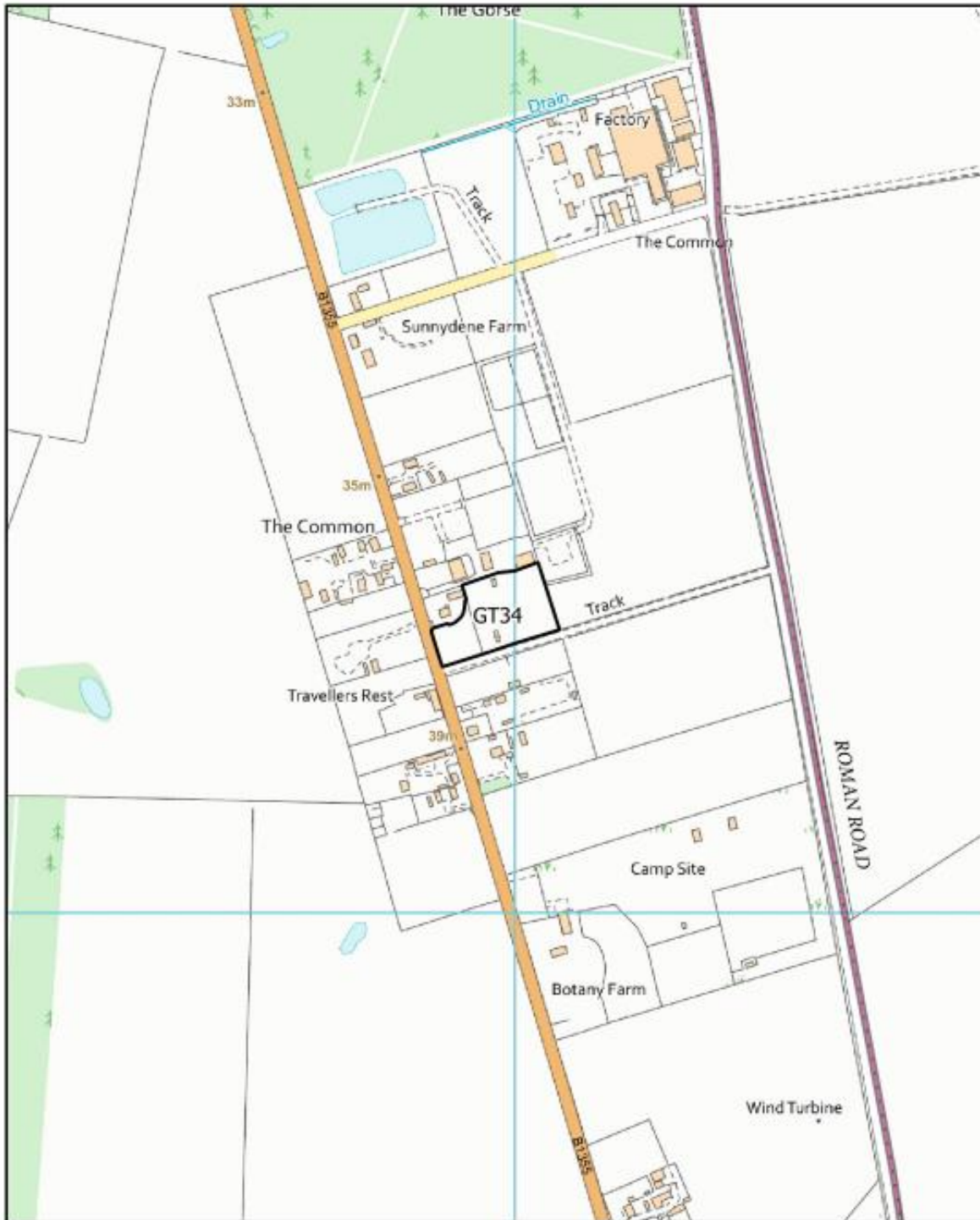
### **Conclusion**

**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 low risk 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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

**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 ‘likely suitable’ for development with some mitigation measures.**



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**GT34**



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## GT35 Land at Green Acres, Upwell

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

Constraint	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 either a neutral or positive 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.



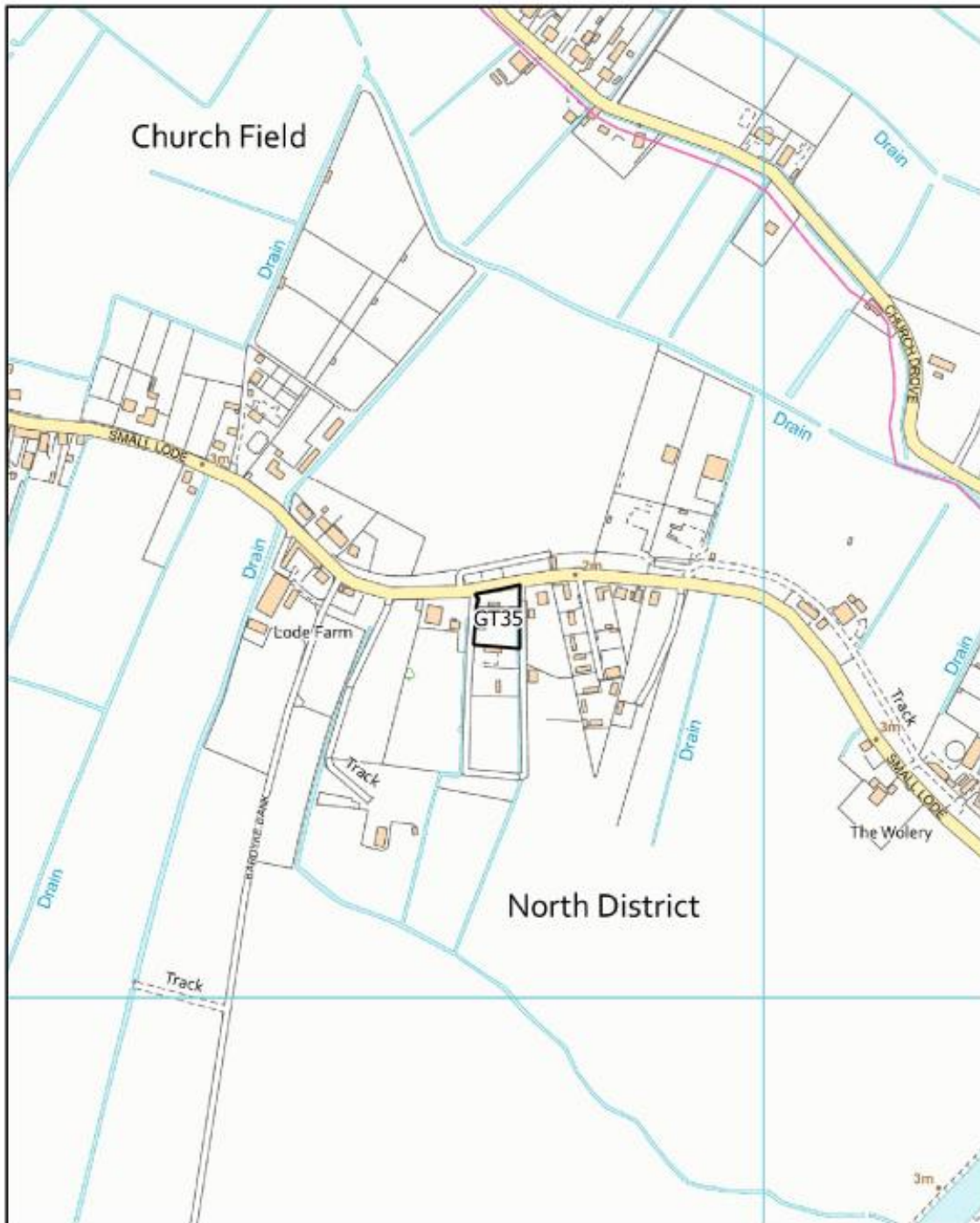
## **Conclusion**

**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 low risk 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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

**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 with some mitigation measures.**



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## GT39 Land at Oak Tree Lodge, The Common, South Creake

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

Constraint	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 either a neutral or positive 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.

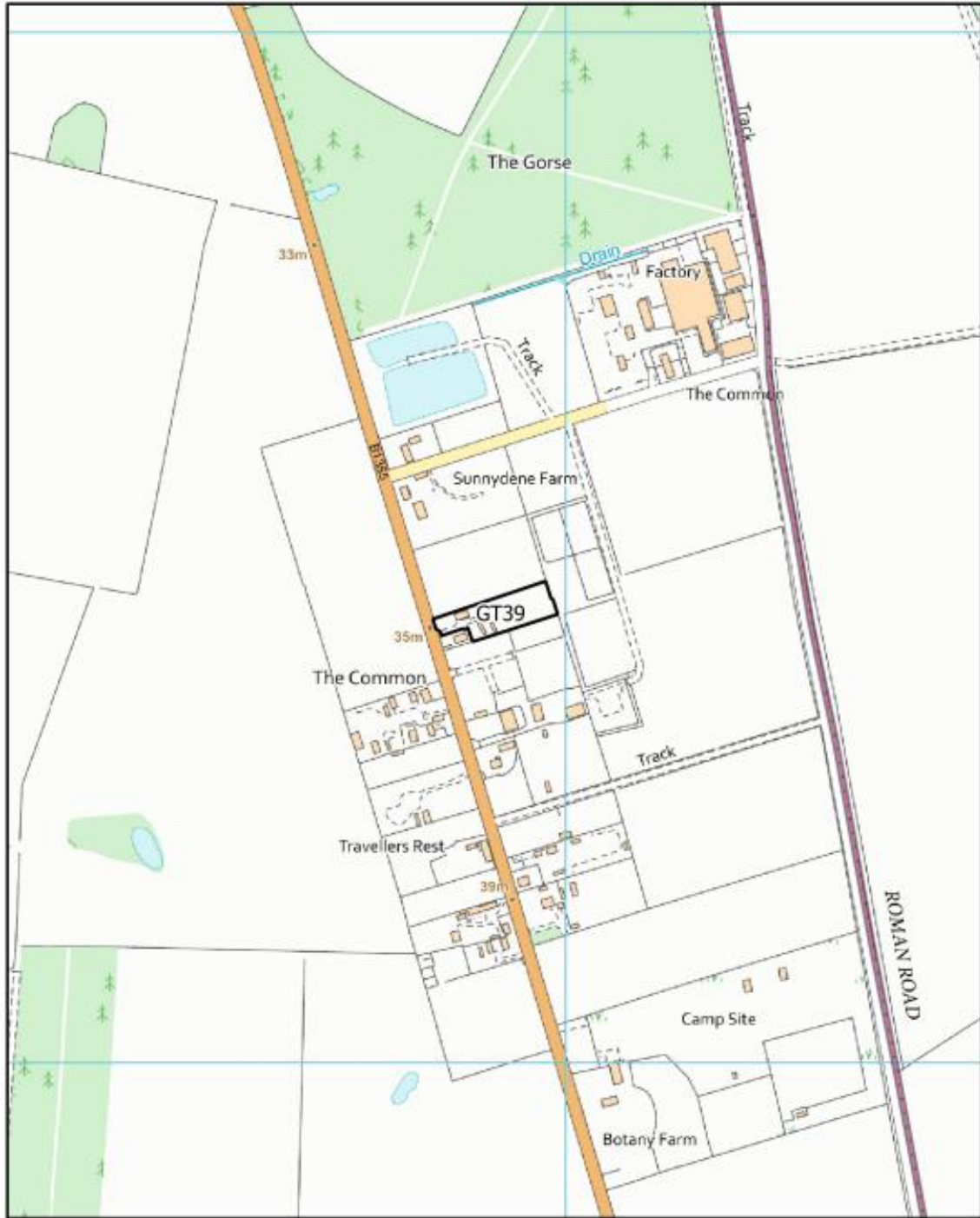
## **Conclusion**

**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 low risk 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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

**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 'suitable' for development with some mitigation measures.**



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## GT42 Land at Red Barn, Cowles Drove, Hockwold cum Wilton

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	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

Constraint	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 would have either a neutral or positive 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	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. Mitigation will be required to reduce any potential impact.
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	No Neighbouring or adjoining land use constraints identified.

<b>Neighbouring/ Adjoining Uses</b>	
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### **Conclusion**

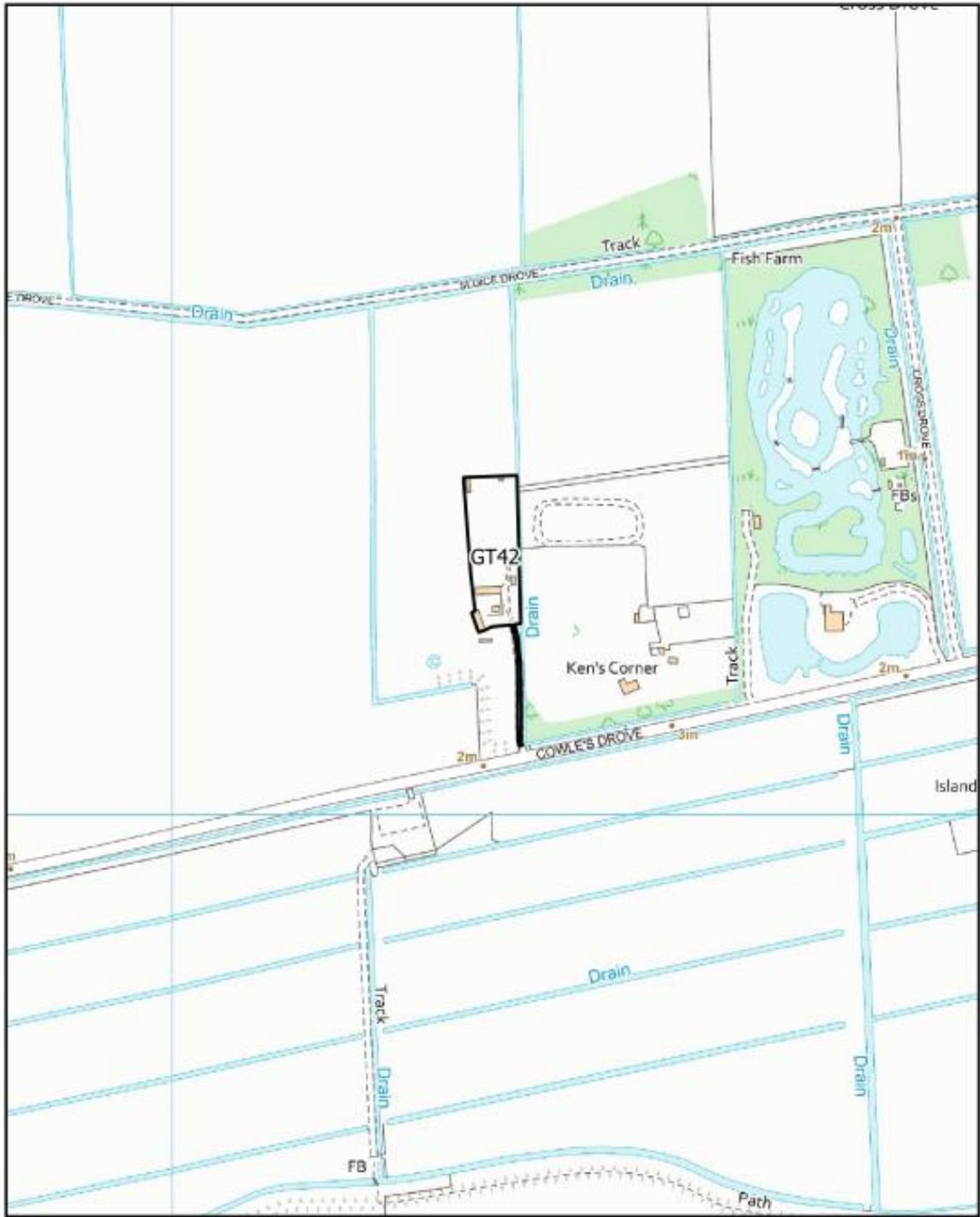
**The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity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

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

**Biodiversity impacts are likely as the site is situated within the buffer zone for the Breckland SPA. Mitigation measures may be required to reduce any identified impact.**

**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.**

**To conclude, the site is considered ‘potentially suitable’ for development.**



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**GT42**



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## GT54 Land at the Pines, Whittington

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

Constraint	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 either a neutral or positive 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.

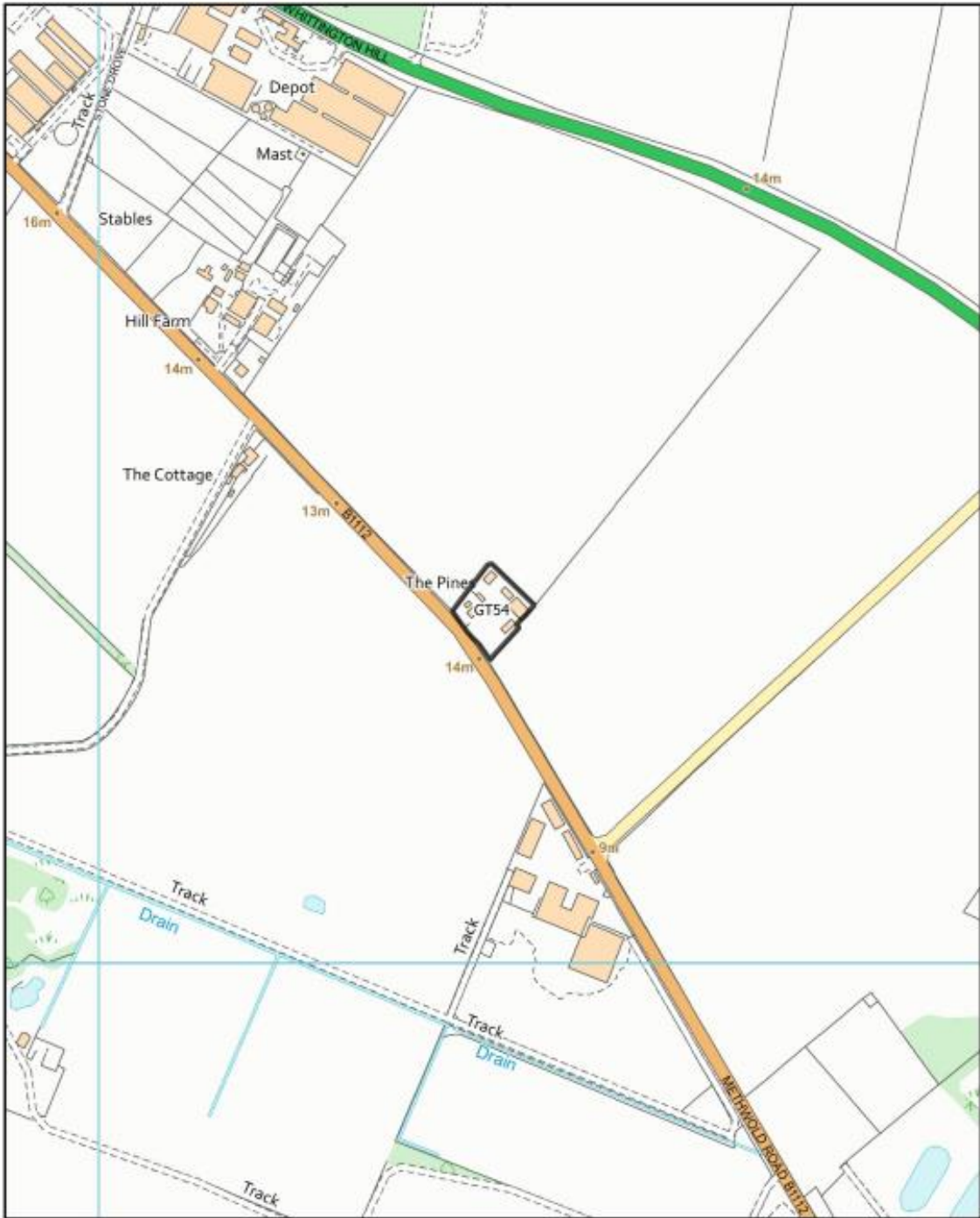
## **Conclusion**

**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 low risk 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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

**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 with some mitigation.**



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GT54



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## GT55 Land at Victoria Barns, Basin Road, Outwell

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

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

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

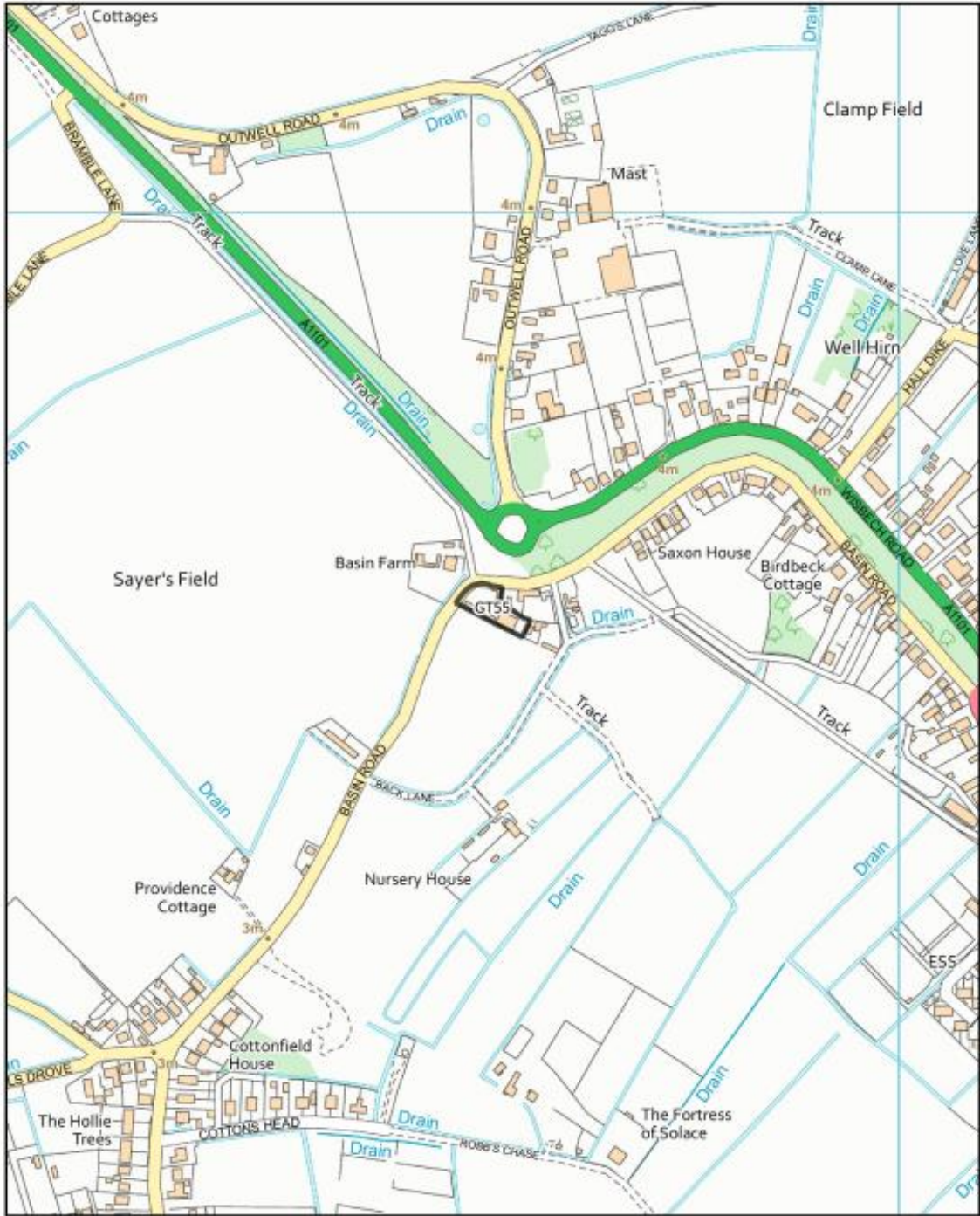
## **Conclusion**

**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 low risk 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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

**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 with some mitigation measures.**



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GT55



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## GT56 Wheatley Bank, Walsoken (South of Worzals parallel to A47)

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

<b>Is the site suitable?</b>	The site is potentially suitable
<b>Suitability Comments?</b>	
<b>Planning Status</b>	Authorised

<b>Constraint</b>	<b>Comment</b>
<b>Access to Site</b>	Site has a current access on to an existing highway
<b>Accessibility to Local Services and Facilities</b>	No core services within 800m/10 minutes walking distance.
<b>Utilities Capacity</b>	No concerns raised
<b>Utilities Infrastructure</b>	has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
<b>Contamination and Ground Stability</b>	No known issues. The site is unlikely to be contaminated.
<b>Flood Risk</b>	<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>
<b>Nationally and Locally Significant Landscapes</b>	Development of the site would have either a neutral or positive impact, but importantly not have a detrimental impact, on sensitive landscapes or their setting
<b>Townscape</b>	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
<b>Biodiversity and Geodiversity</b>	Development of the site would not have a detrimental impact on any designated, protected species or habitat.
<b>Historic Environment</b>	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non-designated heritage assets.

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

### **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.**

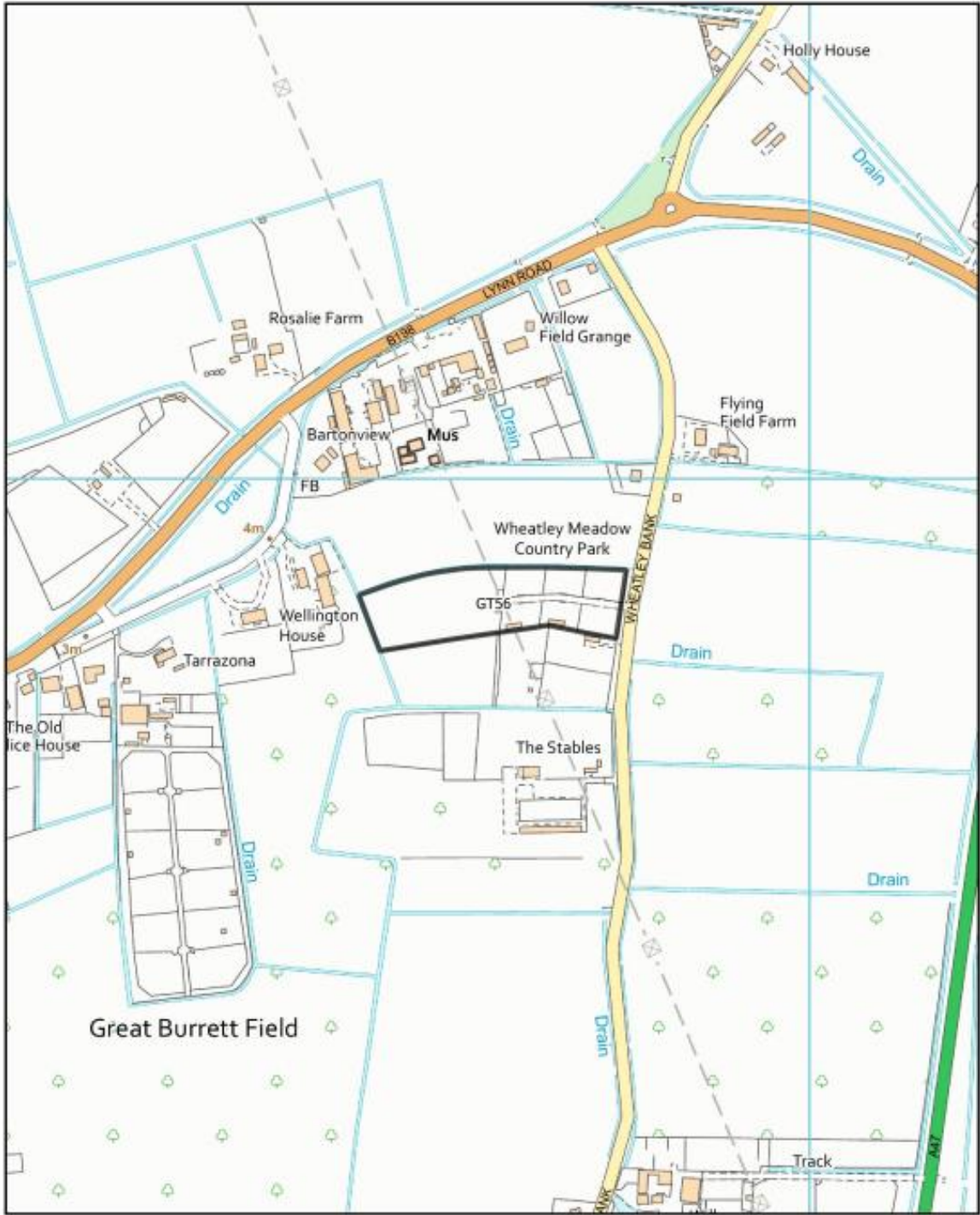
**The highway constraints are limited to the capacity of existing infrastructure. Being rural roads, these are minor, but development here is existent and further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

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

**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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## GT59 Land at Spriggs Hollow, Wiggenhall St Mary Magdalen

Site Name/Settlement	Spriggs Hollow	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

Constraint	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 non designated 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.

## **Conclusion**

**The site has some identified constraints. These include, highways and its impact on local character and landscape.**

**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.**

**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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GT59



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## GT66 Land at Brandon Road, Methwold

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

Constraint	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 either a neutral or positive 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	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.

## **Conclusion**

**The site has some identified constraints. These include highways and its impact on local character and landscape.**

**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.**

**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 with some mitigation measures.**



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**GT66**



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04/08/23

## New Site at: GTRA(B) Land at Station Road, West Dereham

Site Name/Settlement	Land West of Station Road, West Dereham	Site Reference	GTRA(B)
Site Capacity	10	Site Area (Ha)	1.45
Proposed Number of additional pitches/plots	10	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	Potential New Site – Planning application pending 23/01606/F

Constraint	Comment
Access to Site	The site could achieve a suitable access once vegetation is cleared.
Accessibility to Local Services and Facilities	No core services within 800m/10 minutes walking distance.
Utilities Capacity Utilities Infrastructure	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	No known issues. The site is unlikely to be contaminated.
Flood Risk	The site is located within Flood Zone 1 (low risk). Some identified drainage issues to the rear 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 with limited development on that side of Station Road. However, these issues can be mitigated through siting and design.
Biodiversity and Geodiversity	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

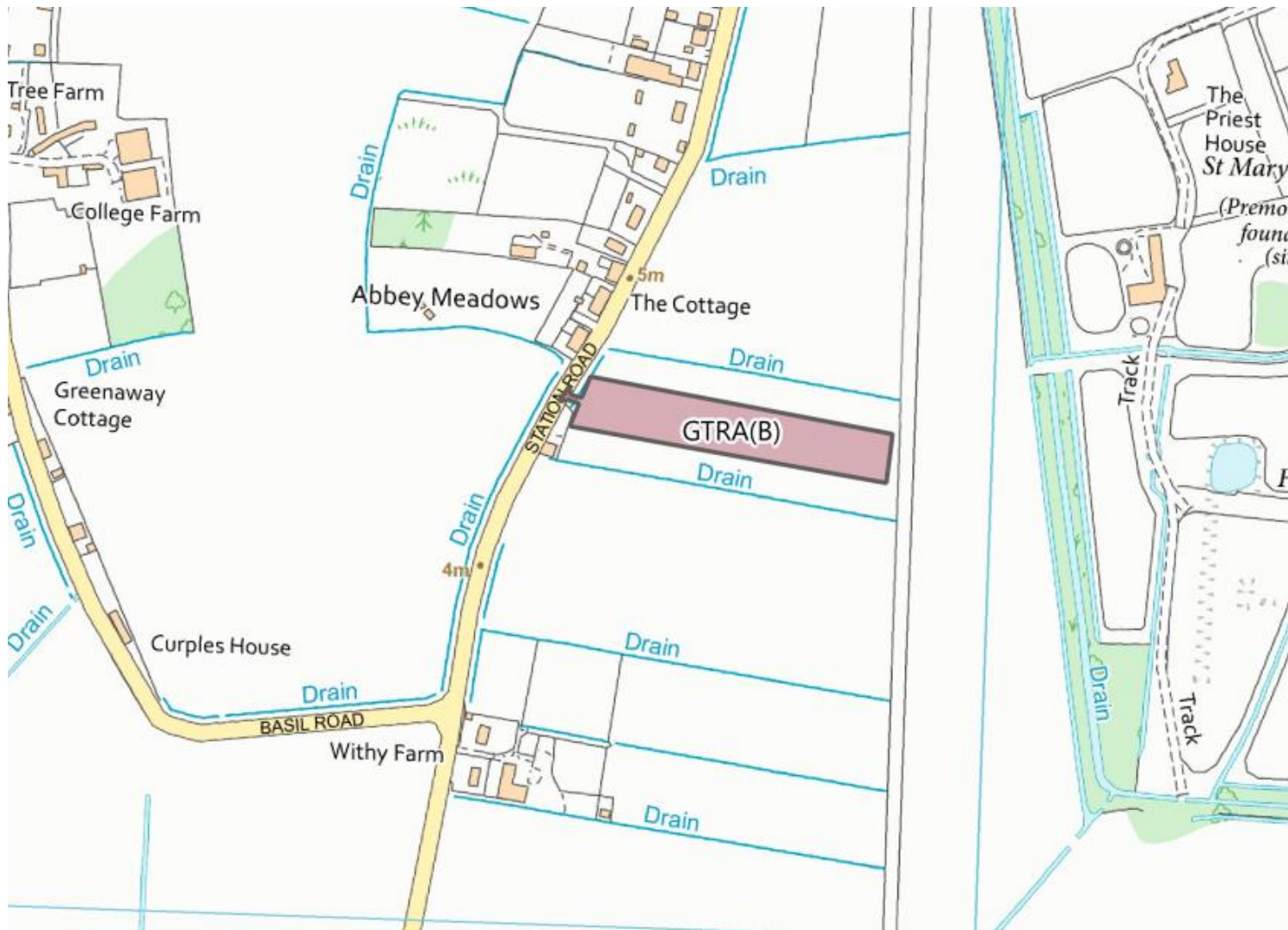


Constraint	Comment
	<p>typically hostile to the species, given this and that the site is surrounded by a network of ditches within the wider landscape I would not consider it likely that species are present.</p> <p>There is a ditch which the proposed access crosses but aerial imagery show this to be 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>
<b>Historic Environment</b>	Development of the site would have a neutral impact, but importantly not have a detrimental impact on any designated or non designated heritage assets.
<b>Open Space / Green Infrastructure</b>	No known issues. The site is not located on an identified a public open space.
<b>Transport and Roads</b>	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 model shift away from the private car towards public transport
<b>Coastal Change</b>	The site is not adjacent to a Coastal Flood Hazard Zone
<b>Compatibility with Neighbouring/ Adjoining Uses</b>	Near residential dwellings. Development of the site could have issues of compatibility with neighbouring/adjoin uses; however, these could be reasonably mitigated through the design of the site and/ or limiting the size of the site.

### Conclusion

The site has some identified constraints such as its potential impact on local character, landscape, drainage and biodiversity. However, it is likely that these issues could be suitably mitigated through the citing and design of the site.

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



## New Site at: GTRA(C) Land to the West of Wheatley Bank and South of Wheatley Meadow Country Park, Walsoken

<b>Site Name/Settlement</b>	<b>Land To the West of Wheatley Bank And South of Wheatley Meadow Country Park Travellers Site Wheatley Bank</b>	<b>Site Reference</b>	<b>GTRA(C)</b>
<b>Site Capacity</b>	1	<b>Site Area (Ha)</b>	0.16
<b>Proposed Number of additional pitches/plots</b>	1	<b>Ownership</b>	Private

<b>Is the site suitable?</b>	<b>The site is Potentially suitable</b>
<b>Suitability Comments?</b>	The site has some constraints identified, but it is likely that these could be overcome via mitigation measures
<b>Planning Status</b>	Potential New Site – Planning application pending.

<b>Constraint</b>	<b>Comment</b>
<b>Access to Site</b>	Site has a current access on to an existing highway
<b>Accessibility to Local Services and Facilities</b>	No core services within 800m/10 minutes walking distance.
<b>Utilities Capacity</b>	No concerns raised
<b>Utilities Infrastructure</b>	Has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
<b>Contamination and Ground Stability</b>	No known issues. The site is unlikely to be contaminated.
<b>Flood Risk</b>	<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>
<b>Nationally and Locally Significant Landscapes</b>	Development of the site would have a neutral impact but importantly not have a detrimental impact, on sensitive landscapes or their setting
<b>Townscape</b>	Development likely to have some impact on townscape, but can be mitigated through siting and design.

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

### **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.

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.

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



## Pitches Authorised at:

### GT09 The Stables, Marshland St James

Site Name/Settlement	The Stables, Gooses Lane, Walpole St Andrew	Site Reference	GT09
Site Capacity	Some remaining capacity.	Site Area (Ha)	0.26
Proposed Number of pitches to be authorised	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	1 Unauthorised

Constraint	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.

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

### **Conclusion**

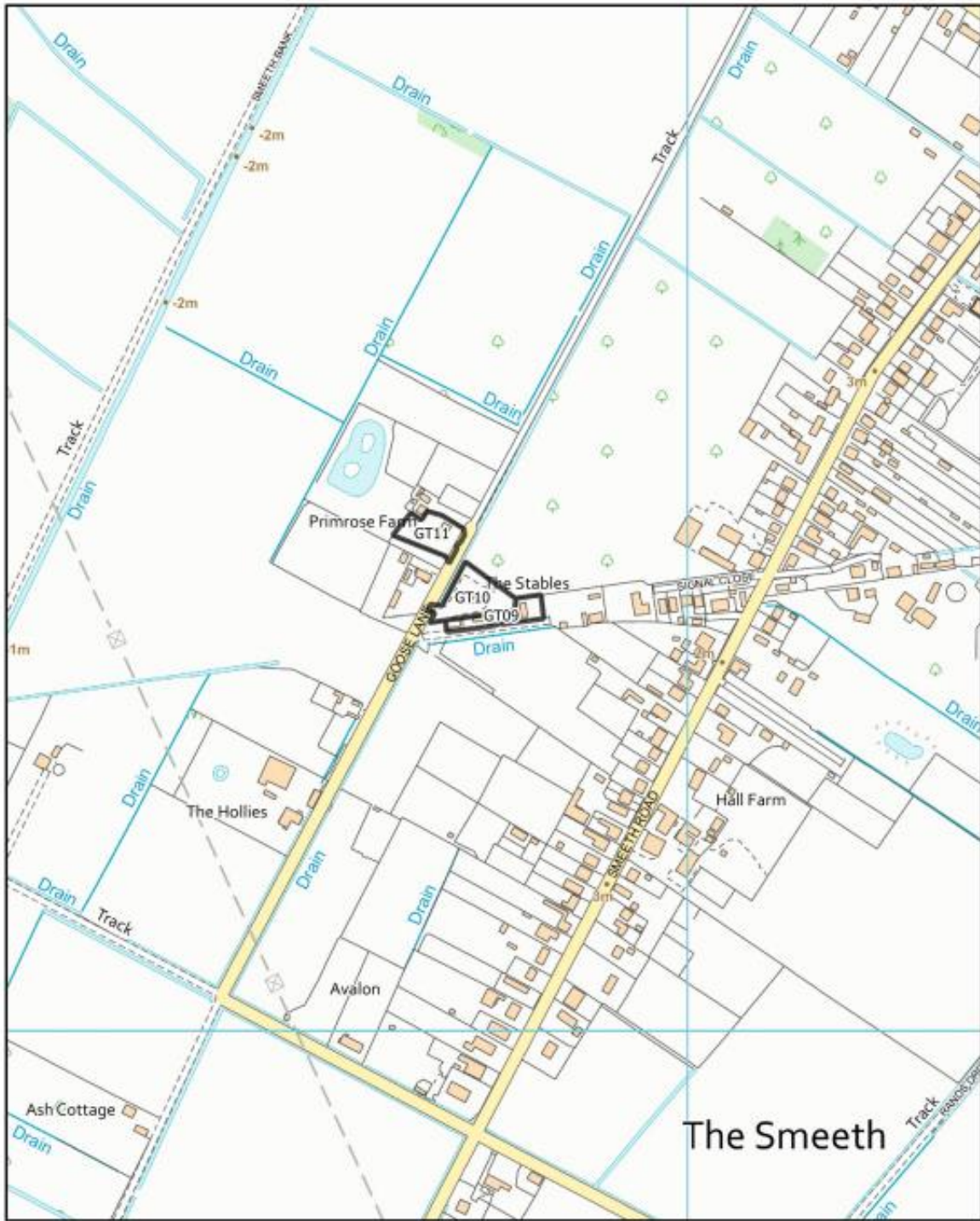
**The site has some identified constraints. These include the risk from flooding, highways and its impact on local character and landscape. To investigate these constraints further, the Council commissioned a Strategic Flood Risk Assessment which looked at the sites risk in terms of depth and proximity 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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

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

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

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



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**GT09, GT10 & GT11**



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28/07/23



## GT43 Homefield, Common Rd South

Site Name/Settlement	Homefield, Common Rd South	Site Reference	GT43
Site Capacity	Some remaining capacity	Site Area (Ha)	1.8
Proposed Number of pitches to be authorised	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

Constraint	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 either a neutral or positive 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	No known issues. The site is not located on an identified open space

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

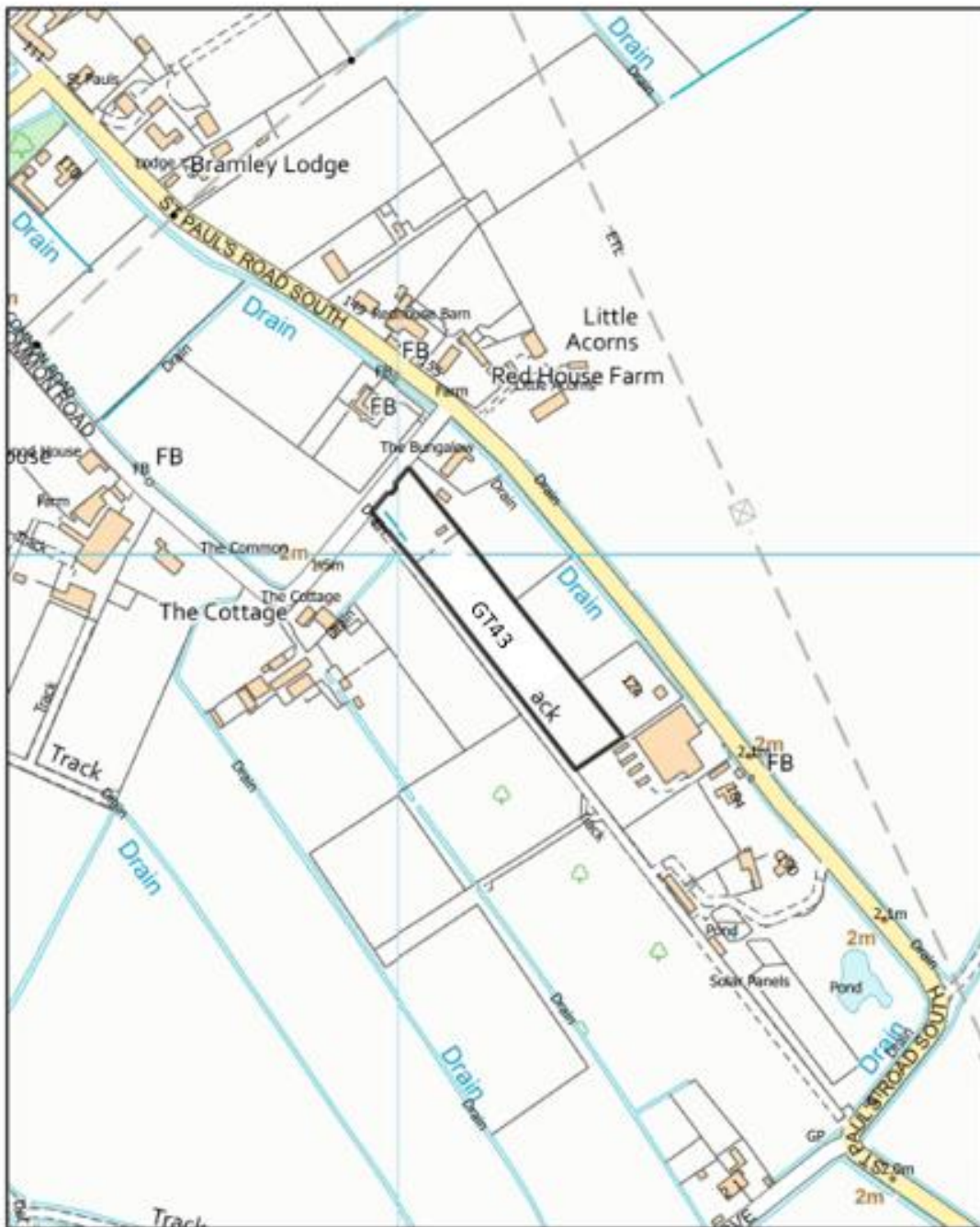
### **Conclusion**

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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.

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 with some mitigation measures.



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GT43



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04/08/23

## GT59 Spriggs Hollow

Site Name/Settlement	Spriggs Hollow	Site Reference	GT59
Site Capacity	Some remaining capacity	Site Area (Ha)	0.48
Proposed Number of pitches to be authorised	1	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

Constraint	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 not have either a neutral or positive 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	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.

## **Conclusion**

**The site has some identified constraints. These include, highways and its impact on local character and landscape.**

**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.**

**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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GT59



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## Land for Travelling Showpeople

### GT25 Land at the Oaks, Northwold

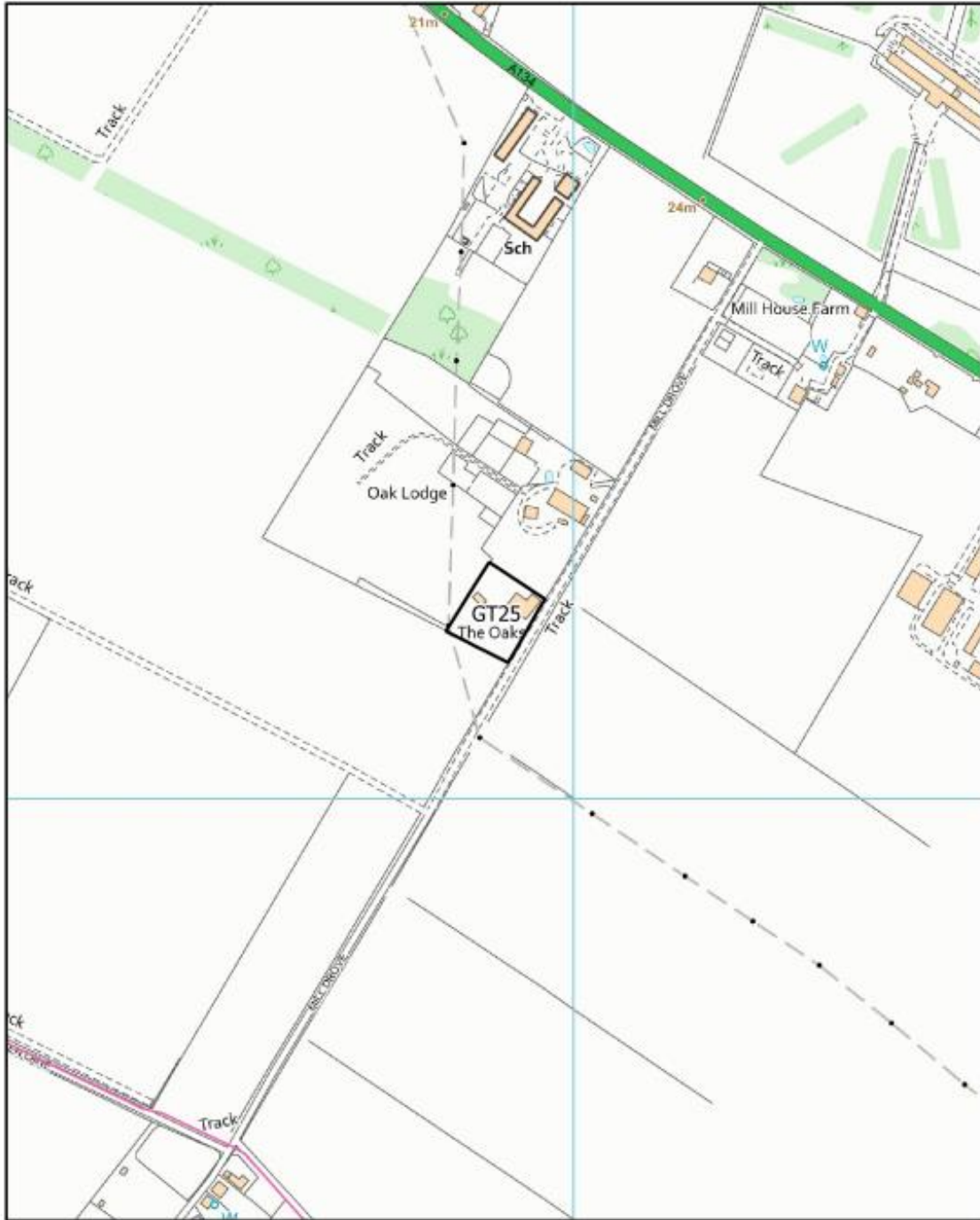
Site Name/Settlement	The Oaks, Mill Drove, Northwold	Site Reference	GT25
Site Capacity	Some remaining capacity	Site Area (Ha)	0.32
Proposed Number of additional pitches/plots	1	Ownership	Private

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

Constraint	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 either a neutral or positive 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	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	The site is not adjacent to a Coastal Flood Hazard Zone
Compatibility with	No Neighbouring or adjoining land use constraints identified.

Constraint	Comment
Neighbouring/ Adjoining Uses	
<b>Conclusion</b>	
<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 ‘suitable’ for development with some mitigation measures.</p>	





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**GT25**



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## GT62 Land at Redgate Farm, Magdalen Road, Tilney St Lawrence

<b>Site Name/Settlement</b>	Redgate Farm, Magdalen Road, Tilney St Lawrence Travelling Showpeople	<b>Site Reference</b>	GT62
<b>Site Capacity</b>	Some remaining capacity	<b>Site Area (Ha)</b>	0.24
<b>Proposed Number of additional pitches/plots</b>	2	<b>Ownership</b>	Private

<b>Is the site suitable?</b>	<b>The site is potentially suitable</b>
<b>Suitability Comments?</b>	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.
<b>Planning Status</b>	Authorised

<b>Constraint</b>	<b>Comment</b>
<b>Access to Site</b>	Site has a current access on to an existing highway
<b>Accessibility to Local Services and Facilities</b>	No core services within 800m/10 minutes walking distance.
<b>Utilities Capacity</b>	No concerns raised
<b>Utilities Infrastructure</b>	has access to a water supply network and has its own septic tank or package treatment plant due to the remote location.
<b>Contamination and Ground Stability</b>	No known issues. The site is unlikely to be contaminated.
<b>Flood Risk</b>	<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>
<b>Nationally and Locally Significant Landscapes</b>	Development of the site would have a neutral impact but importantly not have a detrimental impact, on sensitive landscapes or their setting
<b>Townscape</b>	Development of the site would have a neutral impact, but importantly not have a detrimental impact, on townscapes
<b>Biodiversity and Geodiversity</b>	Development of the site would not have a detrimental impact on any designated, protected species or habitat.

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

### **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 further growth identified is small in scale and unlikely to lead to any severe impacts to the road network.**

**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 with some mitigation measures.**



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GT62



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## GT67 Llamedos – Syderstone

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

Constraint	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 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

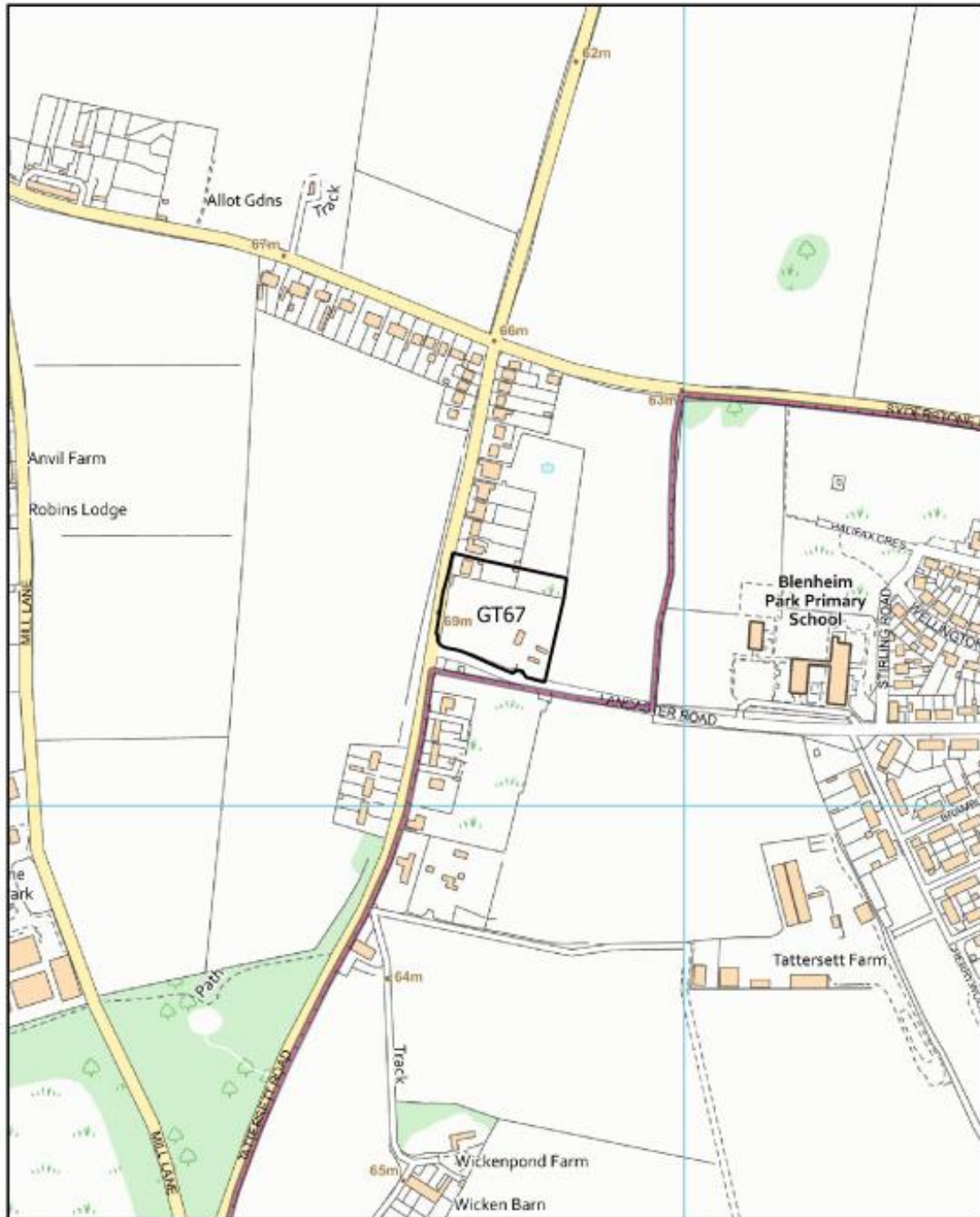
## **Conclusion**

**The site has some identified constraints. These include highways and its impact on local character and landscape.**

**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.**

**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 with some mitigation measures.**



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**GT67**



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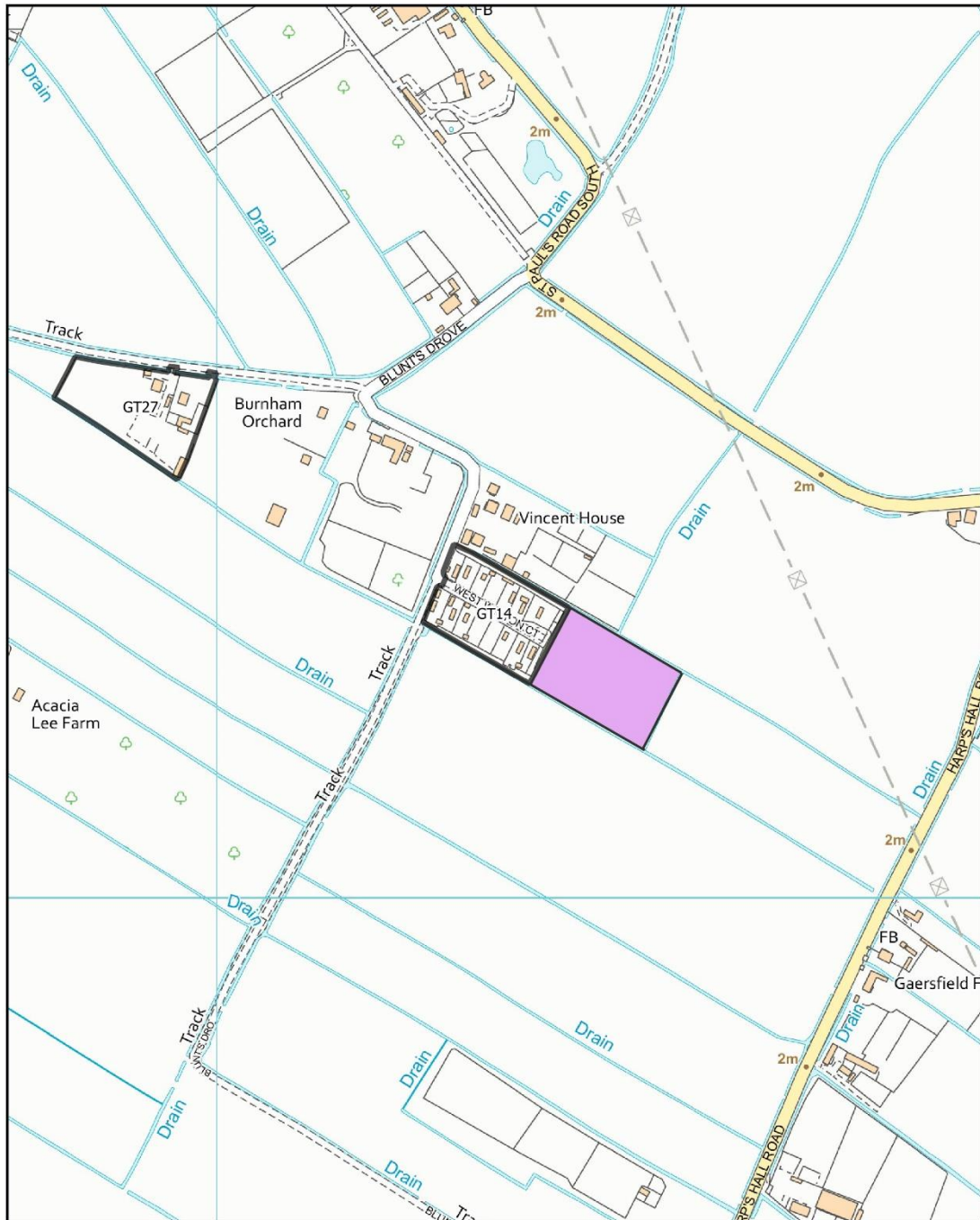
## **Potential Broad Locations for Growth**

These are locations where land is available for some future development, but there remains some uncertainty over the suitability/deliverability in the medium term. Further work is ongoing to resolve these issues.

- Potential extension to GT14 (purple highlighted area)
- Potential extension to GT17 (purple highlighted area)
- Potential extension to GT18 (purple highlighted area)
- Potential extension to GT21 (purple highlighted area)
- Land at GT37 (purple highlighted area)
- Land at GT38 (purple highlighted area)
- Land at Wisbech Fringe (purple highlighted area)



# Proposed extension to GT14 (purple highlighted area)



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GT14 & GT27

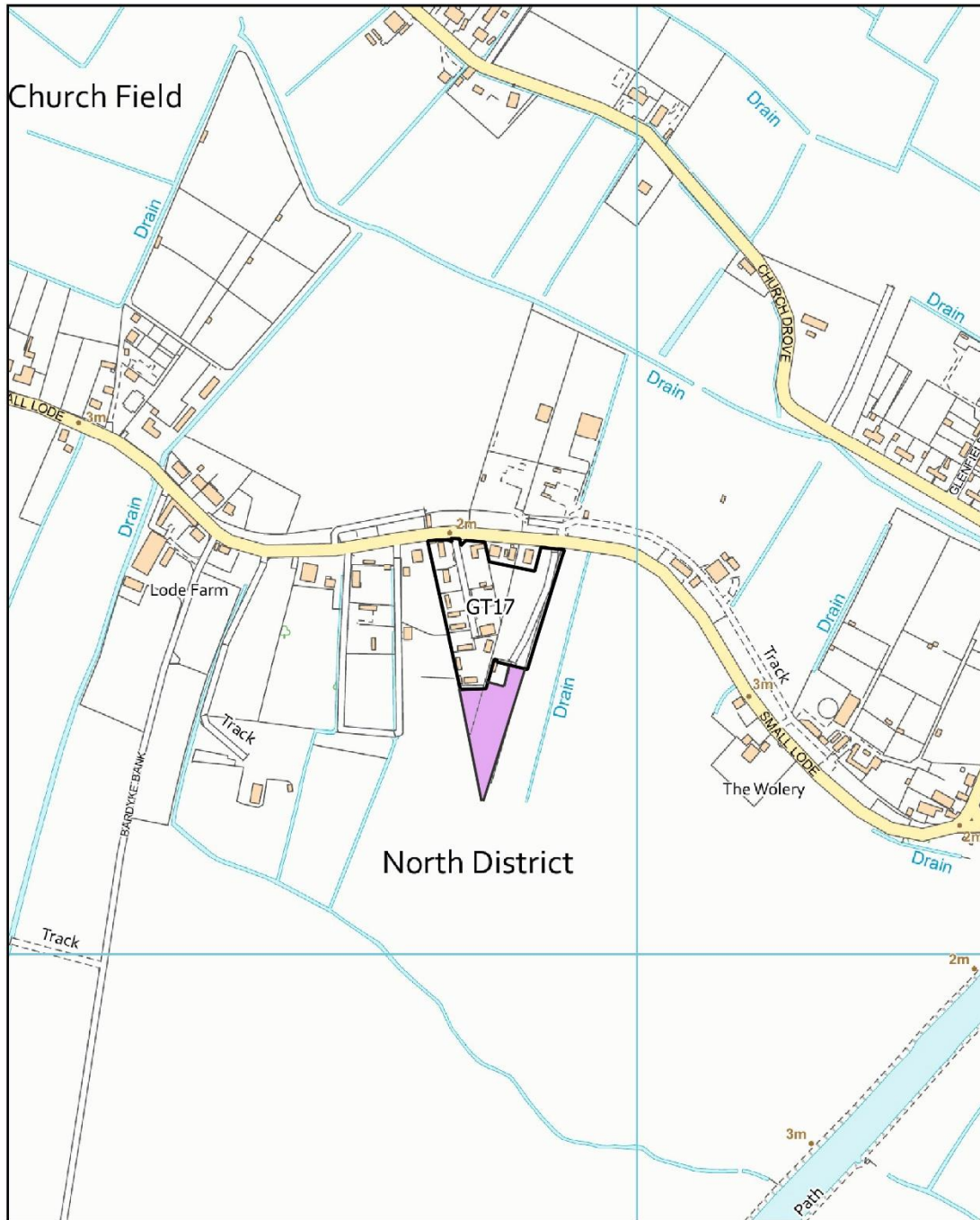


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# Proposed extension to GT17 (purple highlighted area)



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**GT17**

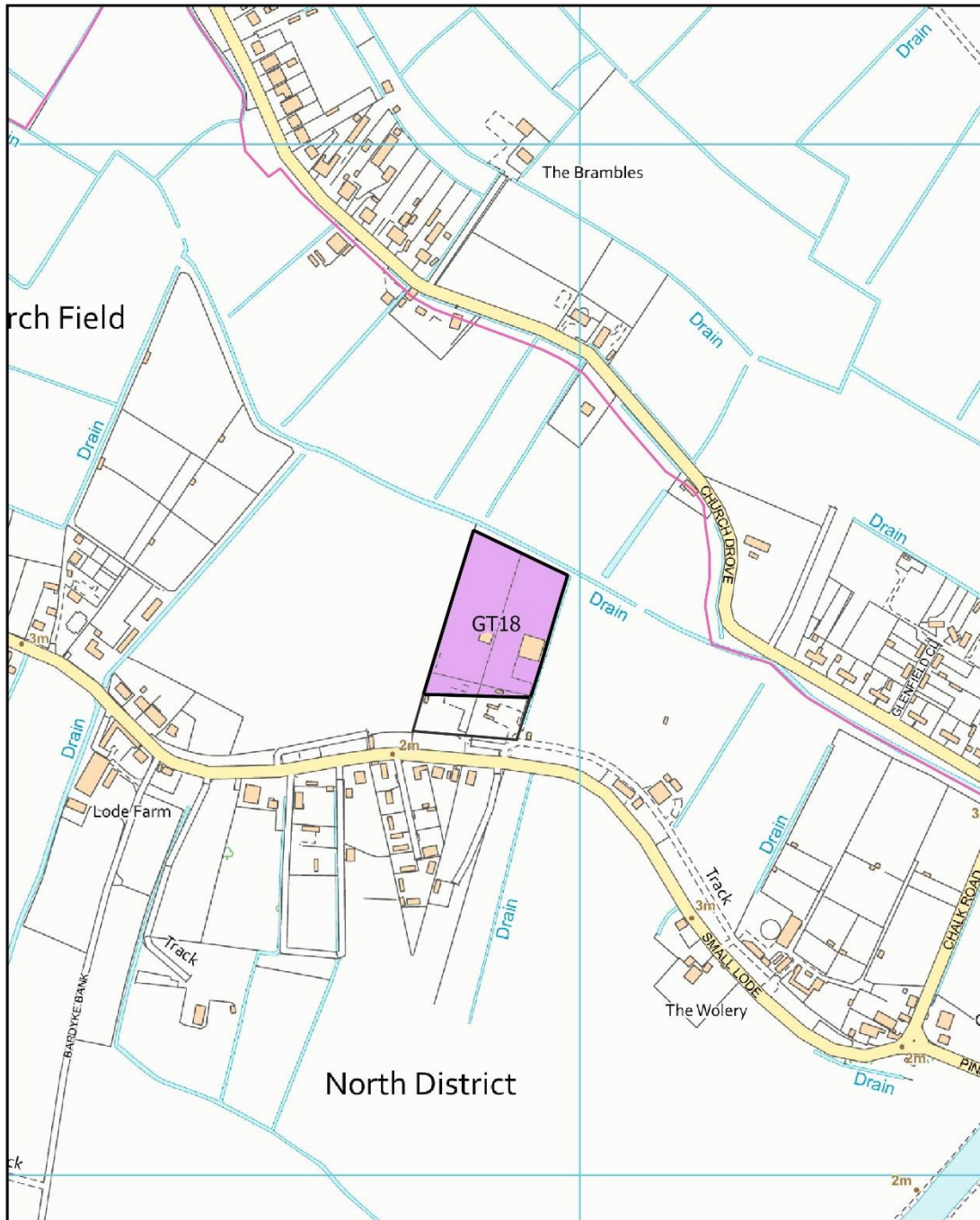


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**Proposed extension to GT18, Small Lode, Upwell (purple highlighted area)**



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**GT18**

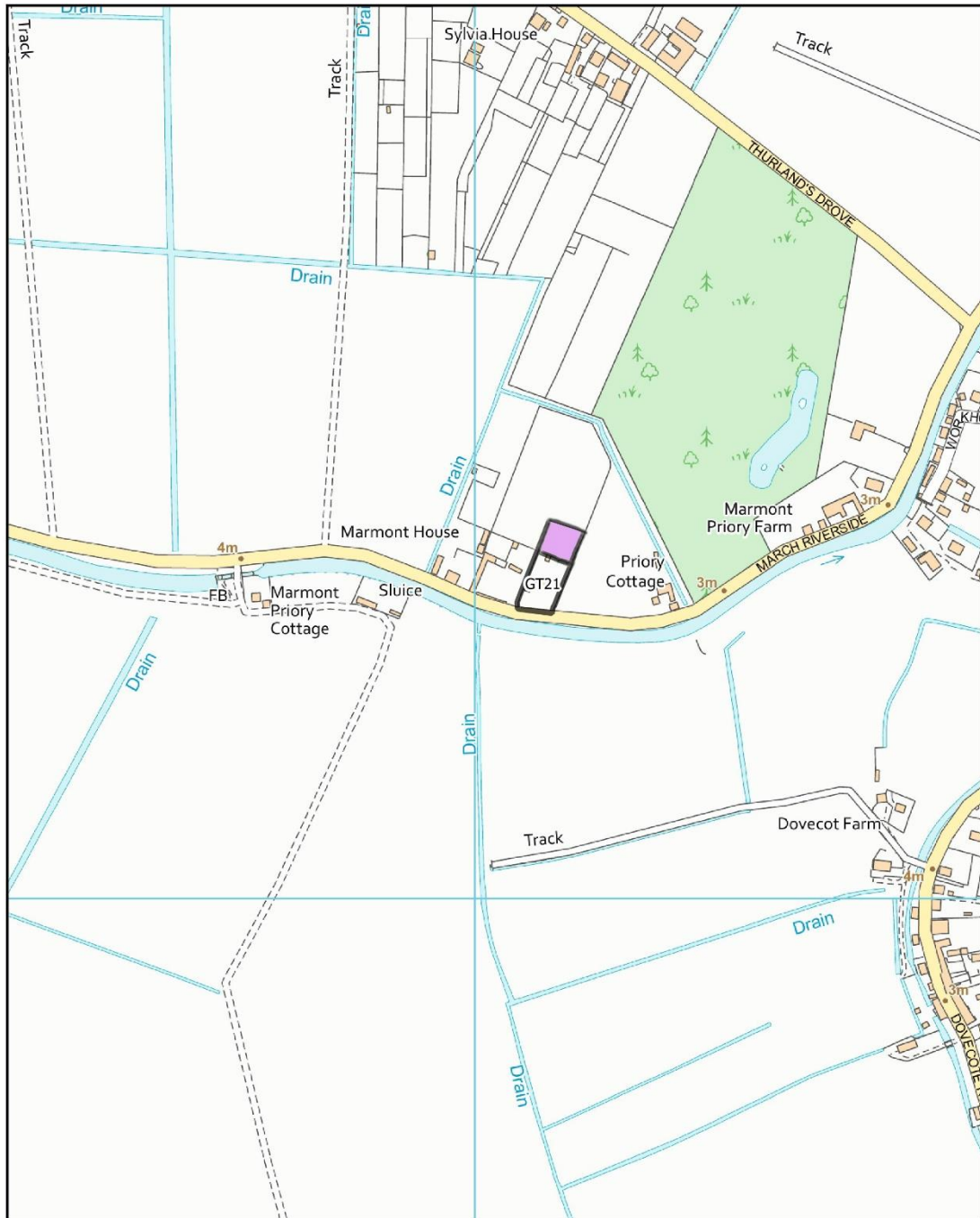


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# Proposed extension to GT21 (purple highlighted area)



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GT21

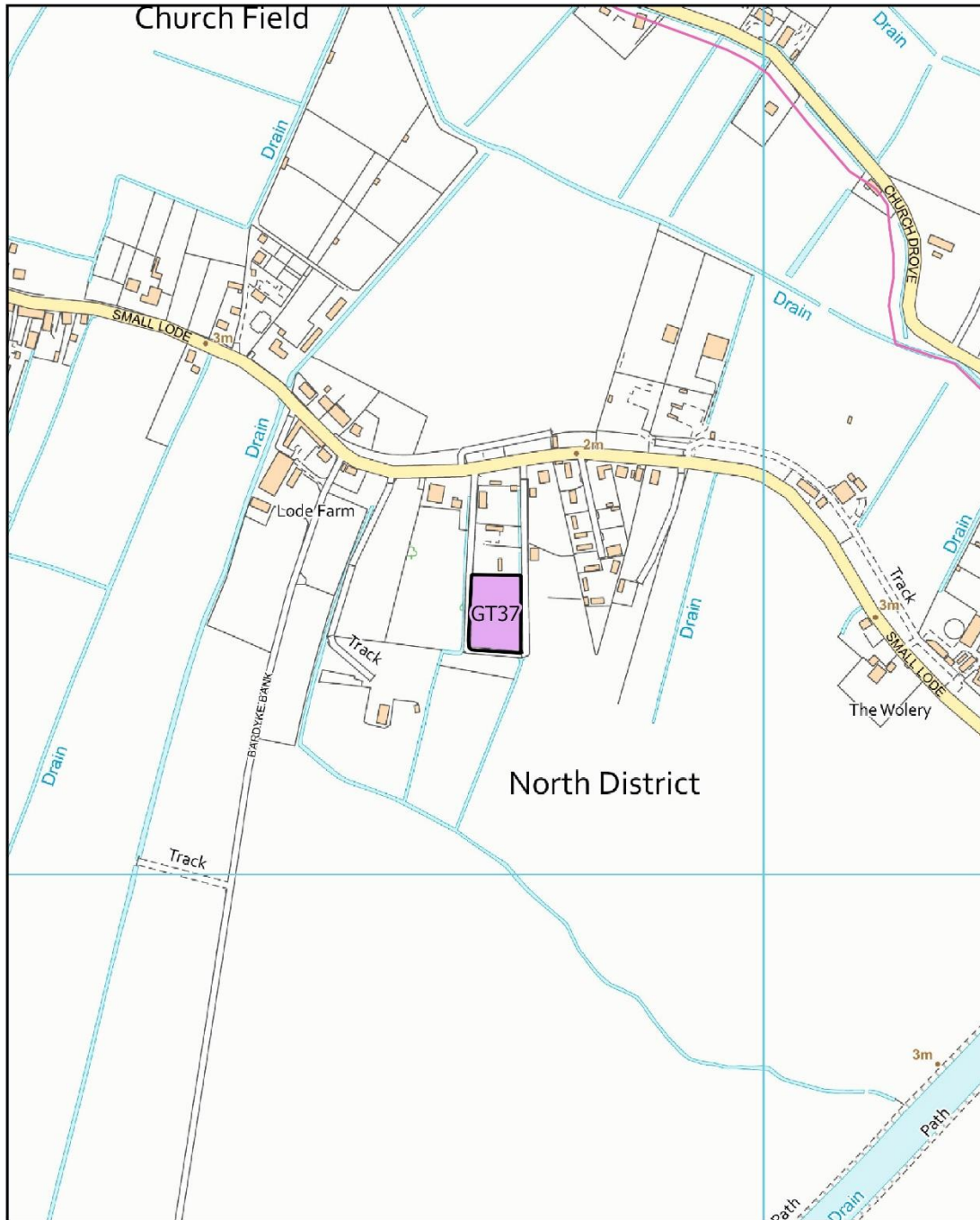


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**Land at GT37, Small Lode, Upwell (purple highlighted area)**



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**GT37**

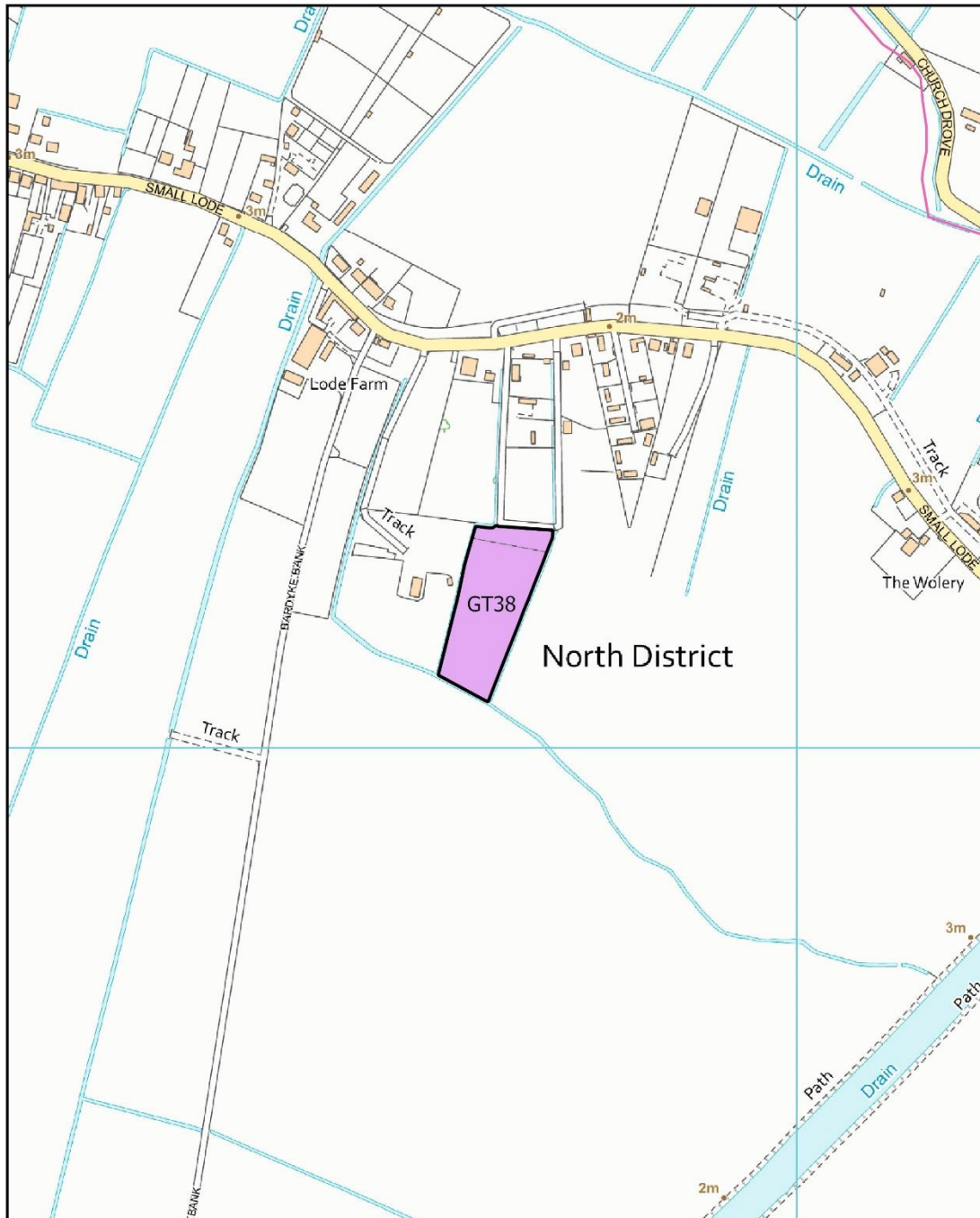


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**Land at GT38, Small Lode, Upwell (purple highlighted area)**



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**GT38**

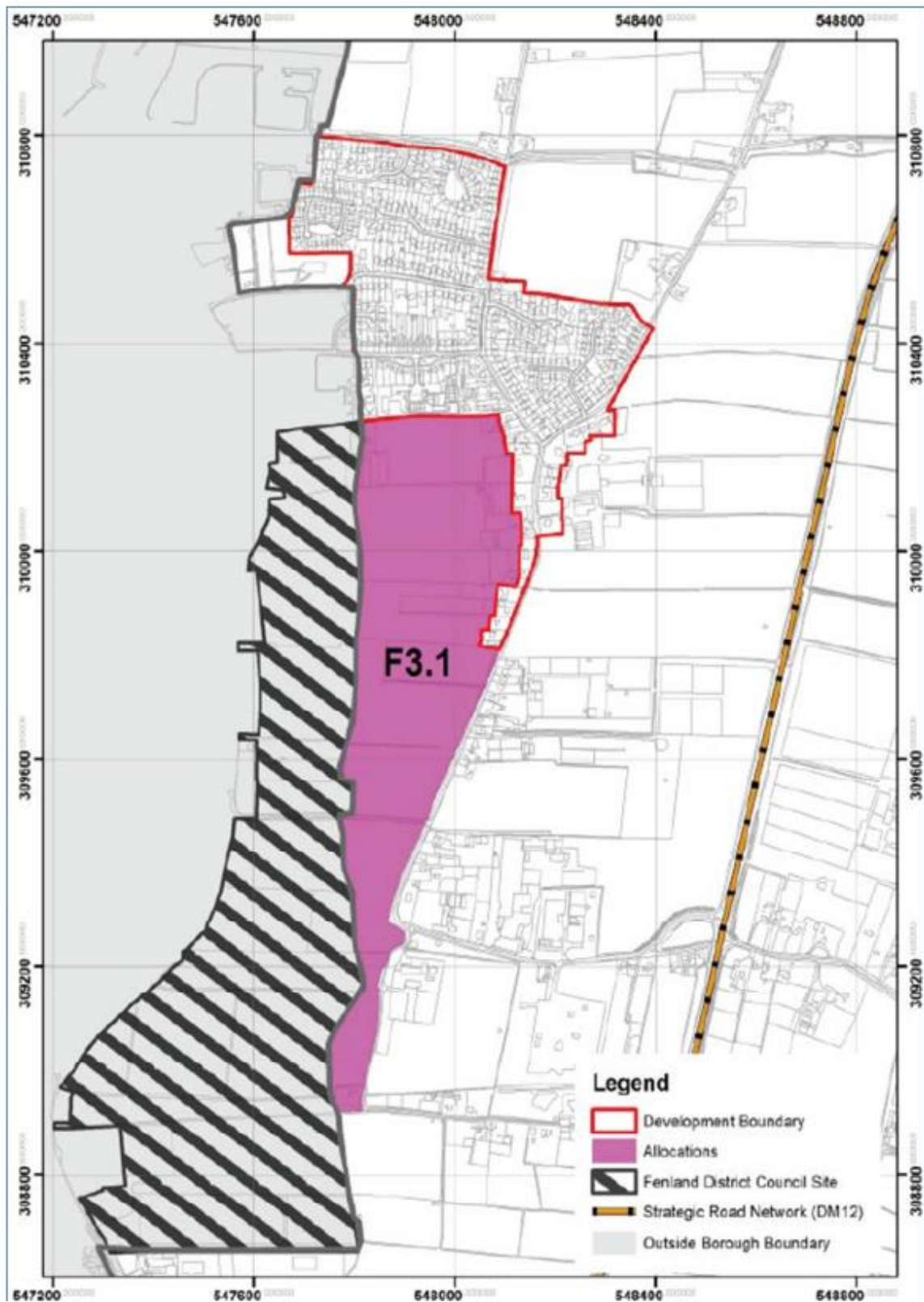


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## Land at Wisbech Fringe (purple highlighted area)



## 10. How to Respond to this Consultation?

- 10.1 This consultation document was approved by the Borough Council Cabinet on 15 January 2024 ([Agenda for Cabinet on Monday, 15th January, 2024, 6.00 pm \(west-norfolk.gov.uk\)](#)), allowing it to be published for full 6-weeks public consultation. This is also supported by the following supporting evidence base documents, which will similarly be subject to public consultation:
- Gypsy and Traveller Site Assessments (January 2024)
  - Gypsy and Traveller Level 2 Strategic Flood Risk Assessment (SFRA) for potential site allocations (January 2024)
  - Sustainability Appraisal update (Gypsy and Traveller Preferred Site Allocations), January 2024
- 10.2 This consultation will inform the Inspectors in understanding issues affecting the allocation of sites for Gypsies, Travellers and Travelling Showpeople through the Local Plan and setting agendas for examination hearings sessions, anticipated to take place in July 2024. Full details of the consultation are set out in the [Local Plan examination web page](#).
- 10.3 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.**
- 10.4 The consultation will run for 6 weeks, starting on Friday, 26 January. To be considered, representations must be received, at the latest, by **11:59pm on Friday, 8 March 2024**.
- 10.5 Representations can be submitted by:



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

Posting your response to the council at:

FAO: Local Plan evidence base consultation  
Planning Policy Team  
Borough Council of Kings Lynn and West Norfolk  
Kings Court  
Chapel Street  
Kings Lynn  
Norfolk PE30 1EX

- 10.6 Finally, please note that the consultation ends at **11.59pm on Friday, 8 March 2024**. Please note that only comments received by this time can be taken into account. Any comments made after the consultation period may not be considered. Please do not hesitate to contact the Planning Policy team ([planning.policy@west-norfolk.gov.uk](mailto:planning.policy@west-norfolk.gov.uk)) if you have any further queries.