

The Secretary,
Rockland St Mary Parish Council,
Rockland St Mary.

30th June 2021.



Dear Sir,

Greater Norwich Local Plan-- now known as-
South Norfolk Village Clusters Housing Allocations Plan (VCHAP)

For convenience, I enclose a copy of my letter of 26th November 2018 from which you will see my view on what was a possible 7 sites and a possible 200 houses. Congestion on the road is a major concern for safety at peak periods. In addition our road is a recognised route for cyclists in singles or groups up to 6 or 10 cyclists.

From the revised SN2064REV it is evident that access to the site will be by a new road, to be constructed along the side of the Surgery and the site has been extended to the edge of what is Mr Ewles's land. The trees forming the boundary between the two fields were removed a few years ago but a footpath was left.

New houses is on the agenda of all political parties but I assume the Council are not building the houses but a "Developer" from whom I would like it to be publicly known what contribution they are making to road improvements and schools etc. before they start selling houses. There are to be 50 houses in total all using the existing facilities before improvements can be approved and implemented by the Council, if at all.

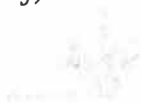
No doubt many of us liked RSM and when an opportunity arose, we purchased a property. We did in 1980 and are still here, but there were only 5 houses in our development on the Street and within the historical Settlement Boundary. I am against this historical boundary being broken as "precedent" can be used on limitless occasions and you only have to visit Loddon and Poringland to see the chaos existing at the present time.

I am against the two sites going ahead simultaneously because :-

- (a) The two sites will result, in due course, cars from site SN2007 meeting up with the cars coming out of site SN2064REV commuting to Norwich and later a similar congestion with cars taking children to school and many of those cars returning to their respective sites.
- (b) The traffic in (a) is, of course, additional to the current traffic at the Post Office and Shop and the cars, vans and lorries parked in that area for deliveries and shopping.
- (c) There are parts of the existing Street where the bus and farm tractors and machinery cannot pass without difficulty and the additional cars, many of which will be large SUV's and 4x4's will stop at the shop and this will cause problems for traffic entering and leaving site SN2064REV. There are also cyclists who appear to have "right of way", whether it be on pavements, cycle lanes or roads and still do not pay road tax or insurance. Whenever there are problems on the A146 cars, vans and people carriers, up to 6 vehicles from Langley School, use our Street at speed as a "rat run" and I do not see the A146 not having problems in the near future.

From the above, at peak times, I do not think that Rockland Street is adequate to deal with our current traffic plus "rat run traffic" and to increase the congestion at the Post Office and Shop by about 50 cars, from an initial 25 houses, joining the Street at the Post Office and for this to be compounded by a similar number of cars from site SN2007 I suggest the sites should be delayed until our basic facilities are improved to handle the traffic.

Yours faithfully,



T. Ross Wylie

Copy to Vic Thomson

Copy to South Norfolk District Council. ✓

The Secretary,
Rockland St Mary Parish Council,
Rockland St Mary.

26th November 2018

Dear Sirs,

Greater Norwich Local Plan.

When considering the 7 sites in Rockland St Mary, although marginally interested in one, I have tried to forecast the effect the total developments will have on the village. The authorities will say that all the developments are over a number of years and will not give details of the likely order.

So I have made a number of assumptions, namely that - Water, Gas, Electricity, Telephones, Drainage, Schooling, Medical Care, Internet Availability, Rubbish Collections have all been consulted and they have said they can provide guaranteed service.

This leaves probably the biggest problem, the Roads. Again assumptions, that each 10 new houses will probably have at least 10 cars, if not 15 to 20 and more when families grow up to driving age. I have seen Pages 97 and 345 of some report and if sites GNLP 2007, 2061, 2063, 2064 add up to some 90 dwellings plus the 200 houses at the New Inn Hill site then I forecast that there will be an additional 450 cars using The Street twice a day at least. This does not take into account the number of vans, lorries and delivery vans from Supermarkets. The site "South of the Street Conclusions" does not, in my view, give an objective view as it makes no reference to the problem likely to arise when GNLP 2063 goes ahead and some 50 cars are wanting on to The Street in the morning peak time mainly going into Norwich and there are cars and Delivery vans parked in The Street at the Shop and Post Office. I am not forgetting the vehicles coming up the road from the New Inn site direction. I do not see how the "Impacts Analysis" can give a Green for Transport and Roads unless alterations to our roads are planned but have not been made Public yet.

There was an Opinion article in the EDP on Monday 19th November 2018 that our "Roads must be able to cope with more and more vehicles" - copy enclosed. The road problem is not only a Rockland St Mary problem but the large developments in Poringland, Framlingham Earl, Loddon and in many other villages it will only get worse. Road congestion is already here but access to Norwich is bound to get worse with all the Developments proposed unless some are delayed until the major roads are improved.

I am far from confident that the current facilities will be able to cope with the possible expansion envisaged in the next few years.

T Ross Wylie.

Copy to South Norfolk District Council.