

**From:**  
**To:** [Local Plan](#)  
**Subject:** Fwd: SOUTH NORFOLK VILLAGE CLUSTERS HOUSING ALLOCATION PROPOSALS  
**Date:** 02 August 2021 16:28:27

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SITE WYMONDHAM ROAD, WRENINGHAM

Sent from my iPad

Begin forwarded message:

**From:**  
**Date:** 2 August 2021 at 10:49:18 BST  
**To:** lp@s-norfolk.gov.uk  
**Subject:** SOUTH NORFOLK VILLAGE CLUSTERS HOUSING ALLOCATION PROPOSALS

SITE WYMONDHAM ROAD

I wish to lodge an objection to the proposed site REF: SN2183 for inclusion in the South Norfolk Village Clusters Housing Allocation Preferred Site Plan.

The proposed development is totally out of scale and character, and would mean extending beyond the existing settlement limit.

I have lived in Wreningham for over 50 years and it is my experience that very few people use Wymondham Road as a route into the village, due to the fact that it is merely a lane of roughly two miles in distance before reaching Silfield on the outskirts of Wymondham. There are several blind bends and the carriage width is a mere 2.7mtrs. in many places. Given this, the proposed site is in the worst possible location meaning all traffic would have to travel into the village via other routes and right through its centre.

Ashwellthorpe Road is both narrow and winding. There are blind bends and the carriage width is only 2.7mtrs. as you enter the village with no passing places other than private driveway entrances.

Mill Lane is, as it suggests, a lane leading from the neighbouring hamlet of Toprow. It is narrow, only 3.0mtrs. in width in many places with blind bends.

Church Road being the main route into the village from Norwich is again narrow with blind bends. There are places where this road narrows to 2.8mtrs.

Hethel Road, before joining Church Road, also presents a hazardous route into the village from Wymondham with blind spots and a carriage width of only 3.0mtrs. and no passing places other than private driveway entrances, in many places. The junction at Church Road has extremely poor visibility.

The impact of added vehicular movements have to be taken into account when the road system of the village is inadequate to cope with the increased traffic a development of this scale would create. Using private driveway entrances as passing bays is unacceptable.

Wreningham is only suitable for infill or small scale development within the existing defined village boundaries, as has been the planning policy since the introduction of the Town Planning Policies.

For planners to say in their "Reasoned justification" for a preferred site, that the proposals would mirror the development on the other side of the road, is disingenuous given that the existing development opposite consists of only 4 properties served by a private access road. Further, the road width at this point does not allow any vehicles to pass one another, they can only pass by using the private road and neighbouring private driveway entrances.

In this online shopping world we now live in, we already have large numbers of delivery vans every day entering and leaving the village, and development of the scale proposed would only exacerbate the problems we already face with traffic on the narrow roads leading into the village.

Regarding facilities, there is no village shop and the school is already over subscribed.

A suggestion for a suitable site would be the former Spratts Coach Depot., which is a brown field site and could provide the scale of development suitable for the natural village settlement of Wreningham.

I trust you will seriously take these comments into account when taking your proposals forward.

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