

From: [REDACTED]
To: [NWL Planning](#)
Subject: FUL/2024/0022 Comments from Barford & Wramplingham PC
Date: 17 July 2024 11:36:47
Attachments: [Chapel Street-School Drop Off 1 edited.JPG](#)
[Chapel Street-School Drop Off 3 edited.JPG](#)
[Church Road 6 edited.jpg](#)
[Church Road 4 edited.jpg](#)

WARNING: External email, think before you click!

Barford and Wramplingham Parish Council would like to submit the following comments in response to the planning application FUL/2024/0022.

We welcome recognition of the issue that is of concern to us in paragraph 1.5.6 of document 4.01.00 the Transport Assessment. Specifically it states

'Strategic traffic modelling has been carried out to inform the TA and indicates that without additional mitigation measures, there is expected to be an increase in traffic through the area south of the A47 between Honingham and Wymondham, as traffic with origins and destinations in Wymondham is likely to re-route to access the proposed scheme more directly through the minor road network.'

However our concern is increased by the fact that little consideration seems to have been given to the consequential impact of proposed mitigation in Barnham Broom and Wymondham.

It is highly likely that traffic coming from or to Wymondham will look for an alternative cross country route if Honingham Road, Bell Road, Mill Road and Norwich Road are all to be subject to speed restrictions and HGV bans. The next likely route will be along Pockthorpe Road, potentially through Wramplingham and then along Church Road and Chapel Street Barford.

Any increase in these areas would be without doubt an inappropriate use of *geometrically constrained minor rural roads* (something that has been highlighted in the proposal as a problem already in villages to the North of the A47). It would be wholly inappropriate and not in keeping with planning policy frameworks to increase traffic flows and HGV traffic where:

1. Chapel Street in Barford is home to the local primary school. Many children walk to school and the pavements are not wide.
2. Church Road is a single track road , subject to weight restrictions and with high banks in many places. It is prone to flooding at times of high rainfall. This can cause enormous traffic problems because there are very limited places for vehicles to turn around. It is heavily used by pedestrians because it gives access to a public footpath . It is also a route

taken by school children as Colton is within the catchment area for Barford Primary school.

2. Wramplingham is a Conservation village and as such any plans that have the potential to increase traffic flows should be avoided.

3. Many of the roads in this area between Wymondham and Barford are narrow, winding roads with poor visibility heavily used by local farmers, cyclists, horse riders and joggers. They are not suitable for HGVs, delivery drivers, commuter or tourist traffic.

4. The narrow rural lanes are very prone to potholes. Increased traffic, particularly of a heavy nature, would result in further, considerable damage to the road surfaces.

The Traffic Modelling and Local Mitigation paper is incredibly complicated and quite probably difficult for most people to follow. However, notwithstanding the potential consequential impact of mitigation measures in Barnham Broom, the traffic in Barford Chapel street is expected to double from 100 to 200 vehicles on average per day. This is not an insignificant increase and should not be ignored. The complicated modelling methodology is dangerous as it gives little/no weight to any rural community that will experience a significant increase in traffic flow for them but perhaps not significant when compared to nationally produced thresholds.

Attached are recently taken photographs of Chapel Street and Church road which illustrate the issues raised.

The photographs have been edited to remove number plates etc.

Kind regards



Clerk to Barford & Wramplingham Parish Council