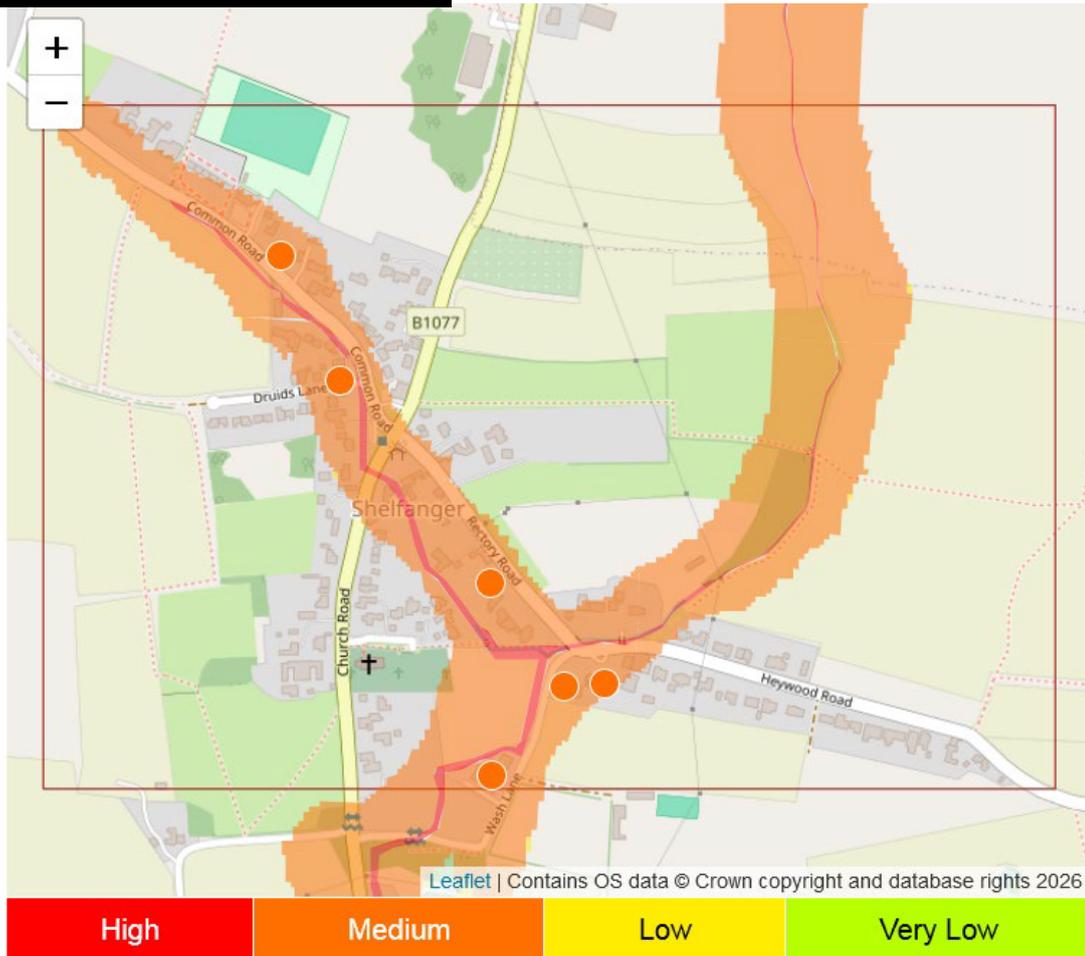


Submission ID: S29467C0F

comments on the file re impossible access to the site for HGVs. Weight Limit 7,5 ton due to small, weak bridge which is already in need of repair due to overweight farm vehicles.



Map of Shelfanger (Diss, Norfolk) postcodes and their flood risks. Each postcode is assigned a risk of high, medium, low, or very low, and then plotted on a Shelfanger flood map. In the case of Shelfanger, all postcodes are medium flood risk.

The access route chosen by National Grid in Shelfanger is not accessible to their traffic as the roads are prohibited to vehicles over 7.5t due to the single track narrow lane and a very weak and narrow bridge over the stream. This is already damaged by the weight of tractors and trailers so the surface does not run smooth, and hay toting tractors routinely bring the railings down - and end up in the stream. I have enclosed flood risk maps and lots of photos to show the problems - taken from Google maps. It will only take a car or two at the most to block the access completely. An oil delivery means you either wait or back up and take a 3 mile detour. I also enclose information from the council when planning for more bungalows was flatly refused - again for access reasons. There are no pavements or walkways and the roads are used by farm vehicles all year round. After all, it is only a farm track with an inch of tarmac over - no substrates, no drains and very prone to flooding.

I have used **what 3 words** so you can check via those maps as well as Google maps for exact placing.



**GOLF:CRAB:PREPARING** Start of Rectory Road Shelfanger



**SUBLIME:PUSHOVER:COMIC** Position of narrow bridge over the

water. This area prone to repeated flooding over the last few years with houses close by suffering considerable water damage. The bridge has been damaged repeatedly by [REDACTED] tractor drivers with a trailer and the weight of their vehicles exceeds the capacity of the bridge to support them and has caused the surface to sink. When crossing the bridge you have to drive slowly and remove your hands from the wheel slightly for a moment, as the uneven surface causes the steering wheel to 'kick' violently at one point. The bridge will not support HGVs which is why there is a weight limit. Oil companies delivering fuel use smaller tankers for these addressess, as larger vehicles

Wash Lane did not get its name by being a dry lane! Too narrow for vehicle to pass each other, one or other has to reverse all the way. When it rains, the ford goes into full flood, and sometimes it even goes beyond. There is a photo of a submerged Land Rover on Wash lane taken a couple of years ago. Not for the faint hearted. I think [REDACTED] may have included that on one of her submissions.



AUTOMATE:DRAMA:BLAZERS

### Environment Agency Flood Risk from Rivers or The Sea

- 3.5 The EA Flood Risk from Rivers or the Sea Map is provided below in **Figures 3.2**. This considers the presence and effect of flood defences (if present) in the area. Rivers in the area are not tidally influenced.

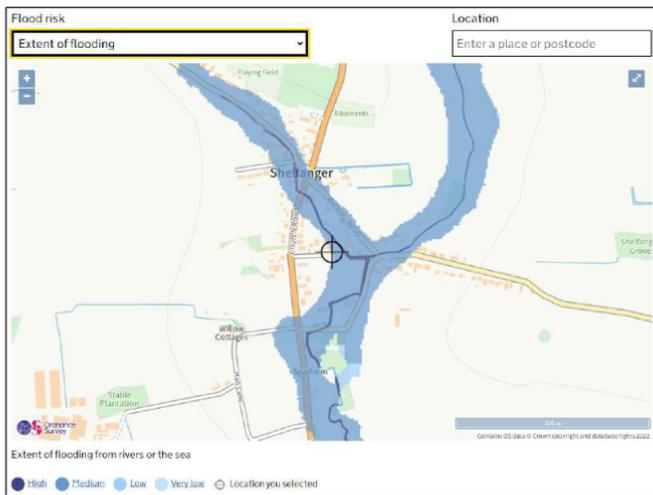


Figure 3.2: EA Flood Risk from Rivers and Sea Map (Defended – reflects the presence and effect of flood defences)

Figure 3.3a: EA Risk of Flooding from Surface Water Map – Extent of Flooding

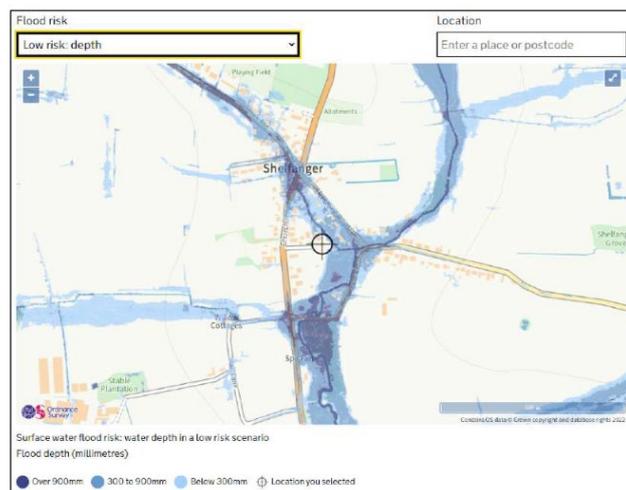


Figure 3.3b: EA Risk of Flooding from Surface Water Map – Low Risk Depth

The next pages are taken from the document below, found at the Planning office South Norfolk Council.

I was chasing up the reason why the bungalows opposite were refused permission to be built, when I realised that the council had drawn a red line due to the road being so poor and narrow with no pavements.

Site traffic would make lives here untenable for years, - as would the pylons, but life for N.G. could be made impossible by one tractor or broken down combine. There is no way round for ANYONE if there is an oil delivery or septic tank being emptied. We are all used to the give and take here with neighbours being a community of like minded people. However, National grid and [REDACTED], and make our road unusable and our lives unliveable. I have already been warned about the [REDACTED] faced by locals from the [REDACTED] the new power station 5 miles away on the Industrial estate that was Eye airfield during the war. They too are [REDACTED] on a single track road that they were banned from using and locals have been [REDACTED] non stop when they complain.

YES, A BRAND NEW GAS FIRED POWER STATION IS BEING BUILT 5 MILES AWAY ON THE OLD EYE AIRFIELD. **DECOMPOSE:ANIMAL:MESS** I apologise for the words - it is What 3 Words, and not my fault.

[REDACTED] that we need all this extra power and that homes in Norfolk will be using it. That is not true. This station, ready inside 2 years, will be providing that extra power.

NONE OF THE N2T POWER IS FOR USE IN NORFOLK AND [REDACTED]  
[REDACTED] N.G. have been [REDACTED] already by the [REDACTED]

## Winfarthing & Shelfanger Village Cluster Site Assessment Forms

[REDACTED] have only included the pages that directly affect Shelfanger and Heywood Road access. The road is inherently unsuitable for site traffic. It floods - more so than ever and the small bridge is

unsafe for HGVs which is when they are banned. I have seen many vehicles stuck in fords in the 14 years I have lived here - [REDACTED]

In winter, they all slide off into the deep ditches anyway and 2 vehicles can not pass each other. There is only 1 passing place for cars on Heywood road and it is not wide enough for large vehicles. Our driveways and gardens will be blocked for turning for vehicles as you can understand. The ditches are deep and unforgiving - as are the grubs which are the only drainage from the road.

**Part 4 Site Visit**

Site Visit Observations	Comments	Site Score (R/ A/ G)
Impact on Historic Environment and townscape?	There would be no impact on the historic environment and very limited impact on the townscape. Properties opposite the site are single storey and linear in form so a similar design approach would be the most appropriate. Although the site is adjacent to existing dwellings this site feels separated from the centre of village	
Is safe access achievable into the site? Any additional highways observations?	Unlikely but highways to comment – there are no existing footpath connections to the centre of the village and due to the narrow road width these would be difficult to achieve. Rectory Road is single car width and Heywood Road is c. 1.5 car width. The site has road frontage but access appears problematic for this site.	
Existing land use? (including potential redevelopment/demolition issues)	Agricultural	
What are the neighbouring land uses and are these compatible? (impact of development of the site and on the site)	Residential and agricultural	
What is the topography of the site? (e.g. any significant changes in levels)	The site appears level but access onto the site was not possible to check fully	
What are the site boundaries? (e.g. trees, hedgerows, existing development)	Vegetation (a mix of hedgerows and trees) along the boundaries	
Landscaping and Ecology – are there any significant trees/ hedgerows/ ditches/ ponds etc on or adjacent to the site?	No	
Utilities and Contaminated Land– is there any evidence of existing infrastructure or contamination on / adjacent to the site? (e.g., pipelines, telegraph poles)	No	

**SN Village Clusters Housing Allocations Document – Site Assessment Form**

**Part 1 Site Details**

Site Reference	SN0364
Site address	Land to the south of Heywood Road, Shelfanger
Current planning status (including previous planning policy status)	Greenfield/ unallocated
Planning History	Planning applications on the site: 2019/0748 REFUSED 3x dwellings – 5 year land supply, poor connectivity and unsustainable location, highways 2005/0532 REFUSED 1x dwelling 2005/0531 REFUSED 1x dwelling
Site size, hectares (as promoted)	0.5 ha
Promoted Site Use, including (a) Allocated site (b) SL extension	Allocation – approximately 12x dwellings
Promoted Site Density (if known – otherwise assume 25 dwellings/ha)	24 dph
Greenfield/ Brownfield	Greenfield

**Part 3 Suitability Assessment**

**HELAA Score:**

The RED/ AMBER/ GREEN score in the HELAA Score column below is based upon the assessment criteria set out in Appendix A of the 'Norfolk Housing and Economic Land Availability Assessment (July 2016)' methodology.

**Site Score:**

Where a HELAA Assessment has indicated either a RED or AMBER score, has the promoter of the site submitted any supporting evidence to indicate that the issues can be overcome (e.g., a Flood Risk Assessment, Contaminated Land Survey, Ecological Survey)? If yes, and if appropriate, note any changes to the HELAA score in the Site Score column. Additional criteria have been included under 'Accessibility to local services and facilities' and 'Landscape', which need to be reflected in the Site Score.

*(Please note boxes filled with grey should not be completed)*

SUITABILITY ASSESSMENT			
Constraint	HELAA Score (R/ A/ G)	Comments	Site Score (R/ A/ G)
Access to the site	Amber	The site has road frontage access to Heywood Road. There are no existing footpaths along Heywood Road.  <b>NCC HIGHWAYS</b> – Amber. Acceptable visibility splays likely to be achievable onto Heywood Road and access would require carriageway widening and frontage footway and complete removal of existing hedge. However the surrounding highway network is inadequate to cater for development by reason of its restricted width and lack of footway. No footway to catchment school (in Winfarthing).	Amber

Accessibility to local services and facilities  <i>Part 1:</i> o Primary School o Secondary school o Local healthcare services o Retail services o Local employment opportunities o Peak-time public transport	Amber	Shelfanger services:  Play Area – approximately 850 metres  Village Hall – approximately 850 metres  Services in Winfarthing:  Primary school – approximately 2.3km  Public House – approximately 2.6km	
<i>Part 2:</i> Part 1 facilities, plus o Village/ community hall o Public house/ cafe o Preschool facilities o Formal sports/ recreation facilities		(see above)	Amber
Utilities Capacity	Amber	Utility capacities would need to be assessed however this part of Shelfanger is not on mains sewerage	Amber
Utilities Infrastructure	Green	No known utilities infrastructure constraints on the site	Green
Better Broadband for Norfolk		The site is within an area already served by fibre technology	Green
Identified ORSTED Cable Route		The site is not within an identified ORSTED cable route	Green
Contamination & ground stability	Green	There are no known contamination or ground stability issues on the site	Green
Flood Risk	Green	There are no known flooding issues on the site although comments relating to flooding elsewhere within the village are noted. There is also a small area of at-risk surface water flooding on Heywood Road in proximity to the site.	Green
<b>Impact</b>	<b>HELAA Score (R/ A/ G)</b>	<b>Comments</b>	<b>Site Score (R/ A/ G)</b>
SN Landscape Type (Land Use Consultants 2001)		Rural River Valley	
		Tributary Farmland	x
		Tributary Farmland with Parkland	

Open Space	Green	No loss of public open space	Green
Transport and Roads	Amber	Highways have previously raised concerns about the local highway network (2019/0748). NCC Highways to confirm.  <b>NCC HIGHWAYS – Red.</b> Acceptable visibility splays likely to be achievable onto Heywood Road and access would require carriageway widening and frontage footway and complete removal of existing hedge. However the surrounding highway network is inadequate to cater for development by reason of its restricted width and lack of footway. No footway to catchment school (in Winfarthing).	Red
Neighbouring Land Uses	Green	Agricultural/ residential	Green

#### Part 7 Conclusion

CONCLUSION
<p><b>Suitability</b> The site is considered to be a suitable size for allocation however concerns about the suitability of the wider highway network have been raised as a key constraint and it is not considered possible to overcome this barrier to development. Appropriate foul water drainage and surface water drainage measures would also need to be identified and secured. A recent ecological assessment has indicated that development of the site would not have an adverse impact on any wider sites.</p> <p><b>Site Visit Observations</b> Although a continuation of an existing linear form of development in this settlement the site feels to be some distance from the centre of the village and is therefore disconnected. Development of the site would not have a significant impact on the wider landscape setting however safe vehicular and pedestrian access to/from the site would be difficult to achieve.</p> <p><b>Local Plan Designations</b> There are no conflicting Local Plan designations</p> <p><b>Availability</b> The site is considered to be available within an appropriate timescale</p> <p><b>Achievability</b> Highways concerns indicate that development of this site is not possible.</p> <p><b>OVERALL CONCLUSION:</b> The site is considered to be unreasonable due to the significant highway safety issues and constraints resulting from the narrow width of the access roads between the site and the centre of the village.</p> <p><b>Preferred Site:</b> <b>Reasonable Alternative:</b> <b>Rejected: Yes</b></p>

Date Completed: 18<sup>th</sup> August 2020

Nothing has changed since that date re the access, and as there are no foot paths, it is a single track road and narrow, THERE ARE [REDACTED] LIVING IN THE PROPERTIES ON HEYWOOD ROAD [REDACTED] up from me. The road is prohibited to HGV due to the unsuitability and the small bridge that is not built to take such loads, and it proves that N.Grid has failed in making proper assessment for the access to the proposed build site. Even in summer that field is a bog - so they need [REDACTED] with that anyway. The farmer is angry at his land being [REDACTED] - and I say again - one combine on the road and nothing goes anywhere. Terrifying coming face to face with that - and this land is primarily for wheat and barley. GRADE 1 ARABLE. The other crop widely grown are sugar beet.

We have a good hedgehog population too or rather we have for now, but a disturbance as is planned will decimate the population of this endangered species. I have records of those brought to me for medical care as I had a hedgehog rescue until recently, until my [REDACTED] [REDACTED] to this Pylon [REDACTED] We tried to sell and move, but can't even get a view for the home.

It is painfully obvious that if Simon Pepper had acted with due diligence instead of taking [REDACTED] at his word and [REDACTED], we would not be in this position now. The anger out here is building, especially when there are articles in the local paper - very obviously full of errors and deliberate obfuscation [REDACTED]. If he would only tell the [REDACTED] once and for all - he KNOWS the offshore route is the No Brainer - **his own words to us** in June 2024!

Dawn Holmes February 2026