

Rocklands Parish Council (RPC)
Minutes of Parish Council Meeting
7.00pm on Monday 1 July 2024

Present: David Howie Chair
Richard Harrison Vice-chair
Amanda-Jayne Buckland
Tim Ford
Philip Leslie
Bryan Swaddling
Kim Austin Clerk

Also present: 12 members of the public.

The meeting opened at 19:00

1. **To consider accepting apologies for absence**
Apologies were received from Cllr. Anne Jones who was unwell.
2. **To record declarations of interest from members in any items on the agenda**
There were no declarations of interest.
3. **To approve the minutes of the last Parish Council Meeting on Monday 13 May 2024 (AGM)**
The minutes had been circulated to all councillors prior to the meeting. All councillors approved the minutes. The minutes were duly signed by the Chair, Cllr. David Howie.
4. **To discuss any matters arising from the minutes (13 May 2024) not on the agenda.**
There were no matters arising.
5. **To adjourn the meeting for public participation**
The meeting was adjourned at 19:04. There were no comments from the public at this time and the meeting reconvened at 19:05.
6. **Speeding: To update on SID (flashing speed sign) (RH) Speed Watch (DH)**
SID (flashing speed sign) (RH)
Cllr. Harrison's report had been circulated to all councillors prior to the meeting.
In the last period, the speed sign was deployed as follows:
 - a) The Street - Approaching Village Hall from Crossroads
Deployed: 10:00 hrs 1 May 2024
Finished: 11:00 hrs 6 June 2024
The analysis results show:
12,392 vehicles detected
Average 344 vehicles/day
Morning peak time - 08:00 to 09:00
Afternoon peak time - 17:00 to 18:00
9,454 vehicles (76.3%) within 30 mph speed limit
2,938 vehicles (23.7%) exceeding speed limit
-of which 562 vehicles (4.5%) over 35 mph - and likely open to a fine*
Top speed: 60 mph - 26/05/2024

Since the last deployment monitoring traffic approaching the Village Hall from the crossroads:

Signed

Date

- vehicle movements averaged 344 per day - a 0.9% increase in daily traffic volumes
- vehicles speeding numbered 2,938 (23.7%) - a 3.0% increase in the proportion of vehicles speeding.
- vehicles open to enforcement action numbered 562 (4.5%) - a 0.7% increase in vehicles open to enforcement.

Together with a small increase in daily traffic volumes, the increases in both vehicles speeding, and those open to enforcement is disappointing. A vehicle recording 60 mph on a 30 mph village street is totally unacceptable - and approaching a blind bend near the Village Hall!

Cllr Tim Ford and I moved the speed sign to the North end of The Street on 6 June - where it is monitoring traffic approaching the B1077 crossroads from the Village Hall. The device is due to be moved again in a few days.

As always, I am indebted to Tim for his continued support.

Speed Watch (DH)

No one has come forward to join a Speed Watch team.

7. To update on Flooding (RH) and Rockland's Flood Group.

Cllr. Harrison's report had been circulated to all councillors prior to the meeting.

A conference entitled 'CPRE Norfolk Flood Conference' was held by the Council for the Protection of Rural England on 22 May in Dereham. Unfortunately, I was unable to attend. However my colleague from the Watton and Saham Flood Action Group attended, and has kindly provided me with a copy of the presentations. I have not had time to properly digest them yet, but will be sharing them with the Rocklands Flood Group in due course - with the intention of summarising or attaching to the minutes of the next Parish Council meeting.

On 13 June, I was contacted by the consultants (JBA Consulting) who have been retained by Breckland Council (BDC) to carry out a review of the Strategic Flood Risk Assessment for the emerging new Local Plan. A draft report has been issued - running to 157 pages (including the appendices), and 72 maps (two of which cover Rocklands). I have already expressed surprise that this has been produced before consulting with the communities affected. This is very annoying.

In response, a senior analyst from JBA has responded:

"The Level 1 SFRA is a strategic level planning document that aims to provide Breckland District Council with the evidence base to inform their Local Plan policies and undertake their sequential allocations process. We have compiled the Draft Report using the latest available data (including from the Environment Agency, BDC, and LLFA), and are now seeking your input to strengthen the report for its Final Version.

Regarding an on-site visit, unfortunately this is not within the current project scope- ultimately it is for Breckland District Council to decide the number and form of any meetings with stakeholders.

We are however happy to receive any records/data from you, and would value valuable your comments/input, in particular with regard to how the nationally available mapping and modelling data aligns with your understanding of flood risk in the area, inclusion of your records into the flood history records compiled for the rest of the district, and your views on potential ways to manage and mitigate flood risk."

So, it appears that BDC have specified a desktop exercise with no on-site meetings with stakeholders... However, stakeholders have been invited to take part in a 90-minute on-line meeting on 2 July. I will be taking part in this meeting, together with colleagues from other Parish and Town Councils, and raising awareness of the surface water flooding problems that Rocklands has. The GeoPDF maps which the consultants are using include areas affected by surface water flooding and groundwater flooding (high groundwater levels) but they are low resolution and do not clearly show the surface water flooding problems in The Street, Mill Lane, Low Lane and do not have any recognition at all of the very high groundwater levels North of Attleborough Road - which residents have experienced every Autumn/Winter for a number of years!

I will be providing extracts from the presentations I have delivered at our multi-agency meetings, the briefing document which we supplied to the BDC Planning Committee a number of years ago, and further photographs and records to evidence the situation in Rocklands. I will explain our involvement with the

Signed

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Mid-Norfolk Flood Partnership, the Norfolk Strategic Flooding Alliance, the Lead Local Flood Authority (LLFA) at County Hall - and their visit to Rocklands in 2022 to walk the areas prone to flooding with us. Also, our unsuccessful bids into funding to help us to construct flood mitigation measures. Hopefully, they will be receptive to our representations and build a more sensible picture of our flooding issues into the new SFRA.

I have still had no response to my repeated emails to the Head of the NCC Water Management Team (LLFA) regarding getting the Environment Agency specialist to visit us in Rocklands and advise on surface water flooding mitigation options which could be adopted. I note, however, that she did give a presentation at the CPRE conference in May - so hope to be able to contact her directly. Our MP has offered to help expedite response from the LLFA.

Cllr. Harrison was thanked for all the work he had done and was doing with regard to flooding. This was much appreciated.

8. To discuss Green Lane (DH, JR)

The compiler of the report thanked the Parish Council for the opportunity to present the report.

Report to Rocklands Parish Council of Circumstances relating to Green Lane, Rocklands, as at 1st July 2024.

Introduction

For many years now, several Green Lane residents, and some of those with properties adjacent to the lane, have from time to time made representations to the Parish Council [hereafter referred to as the Council] about considerable dust clouds emanating from the lane caused by grossly excessive traffic movements. In recent years, both the traffic volumes and the generated dust, have become a growing nuisance to many people.

This report seeks to address those issues and is offered to the Council by way of enabling it to have a formal record of related matters and, within its wider responsibilities towards all village residents, consider how the problem should best be ameliorated from both Environmental, and Legal perspectives. Such wider responsibilities include a basic duty of care towards people of all ages using the lane, including those of a more social nature such as children visiting and using their dedicated play area, dog walkers, horse riders, and indeed any villager or visitor seeking "a Sunday afternoon stroll."

Most of the matters relating to Legality are correctly selective, but carefully drawn from a much wider, excellent recent research carried out by one of our village residents, whose permission has been sought and granted for inclusion within this report, and to whom gratitude has been expressed. The report in question extends to some 33 pages or so, any or all of which could reasonably have been included,

The compiler of this report does not offer his personal views, either expressly or by implication, within what is set out below.

[A] Heritage

In this somewhat brief report, the heritage of Green Lane to the village is well worthy of mention. Many, if not all Councillors, will be aware of the probable link between William Kemp and Rocklands. It is a recorded fact that Mr Kemp, a Shakespearian actor, and clown, danced his way from London to Norwich, it being probable that his route took him from Thetford, along Green Lane, Rocklands, Thieves Lane, and then on his way to Hingham and finally to Norwich, his journey being recorded in his book 'Nine Daise Wonder.' A plaque to his being in Norwich, relating to these circumstances is to be found on a wall opposite the church of St John Maddermarket, inscribed as follows:

"On 8th March 1600, William Kemp, Elizabethan actor and clown, jumped over the wall opposite to complete his Nine Daise Wonder, a Morris dance, from London to Norwich." For the village, this is surely something to be celebrated, and a plaque placed strategically at the southern end of the Lane could be an attractive feature, upon which the circumstances relating to William Kemp and Rocklands would be a fascinating reference point for those using the lane in accordance with its intended status as a Public Bridleway.

[B] Environmental:

This report now turns to the matter of Environmental Responsibilities arising from traffic movements in Green Lane.

Signed

Date

Anyone familiar with Green Lane, and how currently it presents itself, will recognise that a surface dressing has been applied, with the presumed intention of easing the passage of motor vehicles mostly but not exclusively to and from the sports field, from The Street and/or Mill Lane.

On recent enquiry by the Compiler to the Parish Clerk concerning the composition of the dressing, [see detailed comments below], the impression given, rightly or wrongly, was that the Council was unaware of the dressing having been applied and therefore was without their consent.

Upon further enquiry by the Compiler of this report to the Parish Clerk concerning the material used for the latest surface dressing, the substance was found to be Type 1 Limestone and Granite. This surface dressing, when disturbed by passing traffic, results in a significant white cloud of dust being emitted, which then settles according to wind direction. The greater the speed and volume of traffic, the greater creation of surface dust for residents to endure.

Because of the highly unattractive nature of the dust, the properties of Type 1 Limestone and Granite were researched, the following findings being but a small representation of many additional references relating to potential health issues:

"This page tells you about silica and the risks to construction workers from silica.

WHAT IS IT?

Silica is a natural substance found in varying amounts in most rocks, sand, and clay. For example, sandstone contains more than 70% silica, whereas granite might contain 15-30%. Silica is also a major constituent of construction materials such as bricks, tiles, concrete, and mortar.

You generate dust from these materials during many common construction tasks. These include cutting, drilling, grinding, and polishing. Some of the dust is fine enough to get deep into your lungs. The fine dust is known as Respirable Crystalline Silica [RCS] and is too fine to see with normal lighting. It is commonly called silica or silica dust.

Silica is the biggest risk to construction workers after asbestos. Heavy and prolonged exposure to Respirable Crystalline Silica [RCS] can cause lung cancer and other serious respiratory diseases. The health and Safety Executive [HSE] commissioned estimates it was responsible for the death of over 500 construction workers in 2005. In addition to the risks from lung cancer, silica is also linked to other serious lung diseases.....and can cause severe breathing problems and increases the risk of lung infections.

Silicosis usually follows exposure to RCS over many years, but extremely high exposure can cause acute silicosis more quickly."

Health and Safety Executive

https://www.hse.gov.uk/construction/health_risks/cancer-and-construction/silica-dust.htm

[Type 1 Granite and Limestone is not recognised in the building and construction industry as being a top dressing, but rather a base for a top dressing. As such, it has then been mis-applied in Green Lane]. Whereas it might be considered that the incidence of any form of cancer or lung disease is probably somewhat low when related to the lane's surface dressing, when set against very high traffic exposure of up to 600 or more movements in a week, which in all probability do not stand in isolation, the picture looks somewhat different. In other words, there are many weeks when local residents [not just of Green Lane itself], can be, and indeed probably are, directly or indirectly, exposed to dust clouds some 600 times or more per week, which should be considered as 'high exposure'; surely that must considerably enhance the potential for acute silicosis?

Furthermore, the impact of the excessive dust clouds is also detrimental to the plant life in hedges and adjacent gardens; they are often coated by it and have been known not to survive.

Consequently, the question to be asked, and answered, is why should local residents be subjected to such risks in the first place? Any surface dressing, only if permitted by the Council, should be insisted upon as being of nil risk. However, such possible permission by the Council must be set against the possible notion of its then being culpable in encouraging ease of vehicular access in Green Lane, which is contrary to legal constraint of Public Bridleways, see [C] below.

Considerably greater information on the subject is available online, with a visit to the NHS website regarding the harmful effects of inhaling silica dust being somewhat alarming.

Signed

Date

[C] Legal:

1. Norfolk County Council, and Breckland District Council both record the status of Green Lane as being a Public Bridleway [8] and, in law, protected as such. Public Bridleways restrict usage, or Rights of Way, in favour of pedestrians, horseback riders, horse- drawn vehicles and pedal cyclists only [including mountain bikes]. The excellent down-loaded report "Part 6 of the Natural Environment and Rural Communities Act 2006 and Restricted Byways - A Guide for Local Authorities, Enforcements Agencies, Rights of Way users and practitioners" speaks extensively to the subject, with section 6:67 seemingly being of particular interest to Green Lane.

[Section 67 "extinguishes certain existing Public Rights of Way for mechanically propelled vehicles. Perhaps of further interest, the previous section, 66, restricts the creation of new Public Rights of Way for mechanically propelled vehicles".

The report also draws attention to the issue of owners, tenants etc, [section 15:56], whereby it should be noted that 'recreational use' is not included.

In short, it seems to be the case that vehicular access cannot and should not be assumed as a right in any sense since, as the report indicates, access is heavily restricted.

2. On a recent occasion, a villager counted the number of traffic movements one particular week in Green Lane, using appropriate electronic equipment, from which a staggering six hundred movements or more were recorded. Probably, this is not exceptional, and very clearly stands at complete odds with the brief findings recorded above, [and detailed elsewhere], and with many of those movements relating in one way or another to the Sports Clubs.

3. It must be recorded here that all users of Green Lane, whatever their view of restricted Rights of Way, corporate or personal, are bound by governing regulation which, is supported in Law. Concerning the implications of item 2 [above], legally speaking all those traffic movements outside of permitted regulation and should never have taken place.

4. Law Enforcement. My attention has been drawn to the following:

"Section 59 Police Reform Act 2002

Certain anti-social driving offences can now be dealt with by Section 59 of the Police Reform Act. This will apply if you are:

- Driving in a careless or inconsiderate manner:
- Driving on Common Land, a footpath or bridleway, or any land which is not part of a road:
- Driving in a manner which is causing, or is likely to cause alarm, distress, or annoyance to members of the public. Then a Section 59 warning can be issued to you. This warning is placed against both the driver and the vehicle and lasts for 12 months.

If the driver of the vehicle or the vehicle with the warning issued to it is then seen driving in any of those conditions again in the next 12 months, the vehicle can be seized and, if not collected after paying for recovery and storage costs, it could be sold on or crushed. This not an alternative to the penalties that can be received for the actual offence committed i.e. penalty points, fines, and disqualifications."

As Compiler of this Report, I feel obliged to comment that the potential within this extract from Section 59 of the Police Reform Act 2002 could almost certainly have serious implications, and that on behalf of all residents and any others using Green Lane, Council members should probably familiarise themselves with it, and the appropriateness of any or all of these extracts, above, on a local basis.

Summary

This brief report has sought to establish facts about Green Lane, Rockland All Saints, and is offered to the Parish Council on that basis. It is indeed sad that Green Lane has been allowed to get into its current state, with its excessive traffic movements, almost to an absurd and totally misappropriated level, together with associated environmental issues. Its traffic movements have come largely to describe its being and purpose, as opposed to that of a valued and quiet Public Bridleway within an otherwise highly regarded Norfolk Village.

It must be stated that the land used as the village's Sports Clubs is, in effect, land-locked, save for the purposes of its being approached only as set out above. In short, there is no vehicular right of way for motorised traffic along Green Lane, a circumstance which, within the terms of Public Bridleways, is upheld under legislation, as the report outlines in [C], above.

Signed

Date

It is also clear that the Council has a duty to ensure compliance with all the legislation in [C] above, as indeed it does with the environmental matters outlined in [B] above, and with this report now to hand, it should be appropriate for the Council to demonstrate those understandings.

The matter of Green Lane and its wildly excessive traffic movements has, in fairness, been mentioned occasionally in Council meetings which the Compiler has attended in recent years, coupled with the desire to find an alternative route for motorised vehicles seeking to use it for Sports Clubs or other social purposes. However, despite the best of intentions no doubt, viable alternative solutions have not so far been forthcoming. That though should not permit continuance of the status-quo with its possible disregard for the law, and/or ignorance of it, combined with highly undesirable environmental issues: clearly, further, urgent understanding and practical action on these points is now called for.

Our Green Lane is a slice of both local and national history, its natural constitution being heavily protected in law, and whereby, as we have seen, cannot be interfered with either corporately or individually.

Finally, it is my pleasurable duty, formally to submit this report to Rockland Parish Council on 1st July 2024.

Cllr. Harrison said the silica facts were correct. Also suggested a working group to discuss issues with experts. NCC are responsible for bridleways and PROW but have no money to maintain. JR said a few years ago, NCC and Breckland District Council said it was not their problem/responsibility. If the lane was used by residents only the condition of the lane would not be an issue. Cllr. Swaddling said landowners have legal permission for vehicular access. Cllr. Howie said no more hole filling would be carried out. Cllr. Buckland said two Green Lane residents had asked recently, why the holes hadn't been filled, saying if the playing fields didn't fill the holes, then they would. Playing Field has currently maintained for no payment. Cannot use tarmac or other hard surface because it is classed as a bridleway. JR confirmed he was happy for his report to be given to the Playing Field Committee.

9. To receive news from village organisations and churches

Little Rocky's Toddler Group (Sharon Brown Group Leader)

John Brown read out Sharon's report.

- We continue to attract new families which helps to keep our group sustainable especially as we have 11 children leaving us in July, to start their school journey.
- We have 7 of our children starting at Rocklands in September and another 2 starting at Great Ellingham. The remaining two children will be attending either Caston or Thomson.
- Our links with the school have been further established as we have been part of the 'induction process' for the new September intake. Mrs Shaw and Mrs Dekker have attended two of our sessions to meet with the new Rocklands children, and they were accompanied by current reception children.
- Our summer sessions dates have now been released with families snapping up the slots available. We honour our regular families initially and then open up places to the wider community if we still have spaces.
- As we continue to develop our outdoor area, we are very grateful to John Brown for constructing some sturdy benches for the adults to sit on. We have further plans for the outdoor area by making it a sensory area with large, freestanding musical instruments. Naturally these items come at a hefty cost, in excess of £400, so we will be fundraising to offset the funds. Timber donated by a local family.
- Our next fundraising event will be on Saturday 20th July 2pm-5.00pm and will be a 'Strawberry Tea'. This was a very popular event last year and with the generosity of all the attendees, we were able to purchase our mud kitchen. We hope as many people as possible will come along and support us.
- We all give our time so freely to the Little Rocky's sessions and without the dedication of our team, this facility would fold. It is important for us to know that the Parish Council and the local community support us as much as possible.

Signed

Date

St. Peter's Church (John Brown).

The church grounds could not be managed without the help of the people on St. Peter's Lane and Ken cutting the grass etc. Donated money goes back to the church. No progress on the thatched roof. Can't get a grant until got a quote and currently not able to get a quote. JB fills in the holes on St. Peter's Lane.

Village Hall (DJ)

D Day celebration event combined with the Village Hall's 70th birthday. Explains why the Village Hall has reached a point where it is showing its age. Updating the kitchen and toilets and the side room for Toddlers. Special thank you to Shena and from the Parish Council. Nice to see the village coming together.

Rockland Primary School (DJ)

All going well at school and good close link with Little Rockys Toddler Group.

Rockland Youth Club. Youth Club is thriving nicely.

All Saints Church (DJ)

Historically, the Parish was bequeathed two churches. Religion was regarded with suspicion. Need to think about moving the churches forward. Churchyards are places where people go to visit and research family history. It is a colossal task to keep the churchyards presentable at all times. The congregation is a small group and all getting older. Thank you to Cllr. Buckland for cutting and mowing and others in preparation for the flower festival on 13/14 July.

DJ went on to talk about a sense of fragility that exists in a small village such as Rocklands. The shop is celebrating 10 years and is currently having trouble finding enough volunteers to run it. There is a problem with the approach to the Playing Fields. Future of the churches is uncertain. Thank you to Karen Roseberry who is now the sole producer of the Rocklander magazine. Thank you to Cllr. Harrison for his long-term commitment to dealing with flooding issues in the Village. Cllr. Howie said he was aware of 'being on the edge' and wants to try and keep things the same. Cllr. Buckland is very keen to get the community spirit back.

10. To discuss donating towards the purchase of equipment for the Playing Fields (AJB)

Current equipment is very old and past its best and has been kept going by bodge repairs. An inspection of Rockland's football pitches was conducted and a report submitted to the Football Foundation (FF). They recommended the purchase of equipment to improve the quality of the pitches from the current 'basic' level to 'good': A compact tractor, able to operate the following: Rear mower attachment, 1.8m turf groomer, Fertiliser spreader, plus a spray line marker. Total cost is £35861. Total raised is: £31896 (Football Foundation £27,896. Mann Trust £1000. Geoffrey Watling Foundation £3,000. Trade in Old Hayter machine £1,000). Also hoping to raise £3000 from youth and adult clubs. This leaves a shortfall of £965.

All Parish Councillors agreed the shortfall should be covered as must not lose this valuable community asset. Cllr. Leslie said his family would donate £500 and the Parish Council agreed to pay £465. The Playing Fields Committee would now be able to get back to the FF to confirm they had raised all the money. A huge thank you to the Leslie family for their donation. The Clerk wrote a cheque for £965.

11. To report on financial matters

11.1 Financial position

Bank account balances on Monday 1 July 2024

Barclays Community Account	£	9149.12
Barclays Saver (Reserve) Account	£	342.91
TOTAL as per bank	£	9492.03

Summary

RNP Rocklands Neighbourhood Plan/Village Survey	£	200.60 *
Community Fund	£	0.00 **
RPC Rocklands Parish Council	£	9291.43
TOTAL as per bank	£	9492.03

* Original donation from Breckland/Groundworks for £500.

Signed

Date

** Total balance of £635.45 given to Village Hall for D Day celebrations. Surplus to be returned.

11.2 Money in since last meeting (13 May 2024)

3/6/2024 Barclays Savings Account - Interest	£	1.28
TOTAL IN	£	1.28

11.3 Money out since last meeting (13 May 2024)

11.3.1 Standing Orders/Direct Debits

17/5/2024 NPower Electricity (DD)	£	75.99
3/6/2024 Clerk's wages (SO) M2	£	329.55
19/6/2024 NPower Electricity (DD)	£	70.72
TOTAL OUT	£	476.26

11.3.2 Cheques out (to sign)

CHQ 826 D Day celebrations donation (c/o Shena Sholes)	£	635.45 SIGNED
CHQ 827 Annual donation - Rockland All Saints Church	£	120.00
CHQ 828 Annual donation - St. Peter's PCC Rocklands	£	120.00
CHQ 829 Annual donation - Central Norfolk Methodist	£	70.00
CHQ 830 Annual donation - Rockland Playing Field	£	150.00
CHQ 831 Annual donation - Rockland Village Hall	£	150.00
CHQ 832 Cllr. David Howie - 1 x Pack of paper	£	5.49
CHQ 833 K&M Lighting services x 2 June/July '24	£	35.28
CHQ 834 NCC Road closure - D Day - Reimb Clerk	£	45.00
TOTAL OUT	£	1331.22

Finance/Clerk's Notes:

VAT. Vat reclaimed for £112.25 for 2023-2024.

D Day celebration cheque. No acknowledgement from Village Hall committee of cheque from PC.

12. To consider planning applications

Proposed Major Development in Larling. David Napier, Chairman of Shropham Parish Council had written to Cllr. Howie to ask for support in voicing his concerns about the development outlined for 1900 houses to be built at Barker's Farm (176 acres), Larling, beside the B1111. David Napier attended this meeting and advised they had produced a digital flier, that listed the major concerns and asked people to submit their response to Breckland Council Planning by 15 July; online at brecklandlocalplan.commonplace.is/en.GB/map/site-map or email to Planning.PolicyTeam@breckland.gov.uk.

12.1 Planning outcomes since last meeting (Monday 13 May 2024)

3PL/2024/0403/HOU McCLURE Cottage Farm, The Barn Bell Road, Erection of rear single storey extension, insertion of rooflight to rear roof slope and alteration of existing side window to door opening (304) PERMISSION

12.2 Applications/Appeals pending outcome

3PL/2023/1197/VAR BECKETT Eden Meadow Riding Centre Sandy Lane NR17 1EN. Variation of Condition No 7 on 3PL/1990/1565/F - transfer of business occupancy from Honeypot Hall & annexe Honeycomb Lodge to Woodland Lodge. (295)

APP/F2605/W/24/3336843 TUBBY Land North of Bell Road, Proposed 1no. equestrian dwelling with cart lodge, stables and paddocks. Application REF: 3PL/2023/0702/F (302)

3PL/2023/1016/F TWENTY55 HOMES LTD (DEVLIN) Rookery Farm Watton Road NR17 1LB, Demolition of poultry shed and erection of five detached dwellings. Construction of new access road to Watton Road. (291, 296, 303) Still no decision. Strong objection from Highways and neighbouring farmer not happy.

12.3 New applications since last meeting (Monday 13 May 2024)

3PL/2024/0190/F STADDLE DEVELOPMENTS/DEAN BARHAM Land adjoining 13 The Street, Erection of one dwelling (self-build) and detached garage. (305)

Signed

Date

A redesign of original application from 2015. Mr Barham was present to answer any questions. Original application had an annexe but not now needed. Plans to live in the dwelling himself. Now a smaller dwelling with a smaller garage. There was some confusion as to which number this plot was adjacent to. Should be adjacent to 5. There would be no high-level windows overlooking Wayland Road. No fences so ditch can be maintained. Hedge has been reinstated.

Application states not near a watercourse but it is - needs correcting. Parish Council agreed they had NO OBJECTION but with a condition that no more building allowed on this plot.

13. To update on the Breckland Local Plan (RH)

Cllr. Harrison's report had been circulated to all councillors prior to the meeting.

The Local Plan 'Preferred Options' consultation began on 3 June, and all representations must be submitted by 5pm on Monday 15 July.

On 10 June, Dave Howie and I attended a 'Local Plan Workshop' at Attleborough Town Hall - where the usual consultants ran the meeting. However, far more usefully, officers from Breckland were in attendance for the first time. Cllr Paul Claussen (Executive Member for Economic Development and Growth), Laura Waters (Breckland Planning Policy Manager) and Rebecca Collins (Breckland Head of Development Management). The meeting was very poorly attended, there were just councillors from three other parishes, plus a parish clerk. This did, however, give us the opportunity to discuss matters in more detail and for longer than had previously been the case.

Among issues raised were how the required housing numbers had been arrived at, where was the accompanying Breckland Housing and Economic Needs Assessment?, Breckland's intention to do away with settlement boundaries (and the consequences), flooding etc. Specifically for Rocklands, it is proposed that we be formally designated a 'Local Service Centre' - with all the consequences that brings. The most significant of which is a new housing allocation of 43 dwellings to 2045/46 - of which 20 have already been built/committed. Two of the sites in our parish, previously put forward under the 'Call for Sites' exercise, have now been listed as 'Preferred housing allocations' - delivering 22 dwellings. I also raised the issues that many residents experienced when trying to register their views on the Breckland website.

When I complained to Laura Waters that our designation as a 'Local service Centre' had not been discussed with us at all, she appeared concerned and was going to look into it.

The implications for our parish are very significant, and a second public meeting has been scheduled in the Village Hall on Saturday 6 July from 11am to 2pm. We will explain the proposals/implications in more detail, discuss your views, and explain how to register your representations with BDC.

The full consultation document can be found here:

<https://brecklandlocalplan.commonplace.is/en-GB/proposals/preferred-options-tell-us-what-you-think/step1>

- just beneath the photograph.

On the same page, there are 9 questions - where your representations can subsequently be made.

On page 62 of the consultation document - under 'HOU 02: Distribution of housing development' - is the statement:

"The Lead Local Flood Authority has (LLFA) has identified the following settlements as having particular concerns around flooding. All new development in these areas will be required to demonstrate that pre application discussions have taken place with the LLFA and that that appropriate mitigation measures are agreed and in place:

Banham, Besthorpe, Caston, Griston, Little Ellingham, Kenninghall, Mattishall, Rocklands All Saints, Saham Toney, Swanton Morley and Thompson" (our name mis-spelt - again!)

At least Rocklands has now been recognised as having flooding problems! I will be progressing this further with the LLFA, Breckland Planning, and the SFRA consultants.

On this page:

<https://brecklandlocalplan.commonplace.is/en-GB/map/site-map>

Signed

Date

- there is an interactive map, where you can register your comments about the two 'preferred' development sites in Rocklands. Zoom in to Rocklands, click on the one of two sites you wish to comment on, then complete the pop-up form which appears.

14. To update on Rocklands Neighbourhood Plan (RNP) (PL).

Progressing the RNP has been put on hold for the meantime due to needing to know where we stand with reference to the changes being made to the Breckland Local Plan and planning policies and processes. The LP overrides the NP. NPs reflect the requirements of the LP so need to agree there is a point to having a NP. Criteria are open ended and open to interpretation. Will be losing control to Breckland Planning. NP is not just about housing but about education, green spaces, recreation etc.

15. To discuss any correspondence.

Speed Watch The Clerk had received an email from a Speed Watch co-ordinator of another parish asking if we had a SAM2 device and were we monitoring traffic on the B1077.

The reason I ask is that I sit on a community group formed by our Broadland District Councillor, Jo Copplestone, that was set up to collect and present evidence to the Planning Inspector in charge of the hearing about the North Norfolk Emerging Local Plan. Specifically, the substantial impact any developments to the west of North Walsham will have on the road through Coltishall and Horstead, the B1150.

I am the lead for collecting and correlating all sorts of data, whether that be from Crash Map UK, Google maps, CSW or SAM2.

We are also having an ongoing battle with NCC, as the Highways Authority, about the volumes of traffic on the B1150 going into Coltishall over the narrow bridge spanning the River Bure.

So far NCC have just shrugged their shoulders saying that the B1150 is no different to any other highway that is classified as a 3A2 - Main Distributer when it comes to the volumes of traffic, the latest Annualised Average Daily Total is currently sitting at over 13,500 vehicles a day using that narrow bridge!

If you reference the attached map, you will see that the B1077 is also classified as a 3A2.

Which brings me to why I am emailing you, if you do have a SAM2 monitoring the B1140, can you share the data with me? Preferably the core data files would be good as I can quickly process them with the Houston Radar Stats Analyzer software that I use for the Horstead with Stanninghall SAM2, but any format would be good. I have, with the help of the Coltishall PC's Clerk, managed to obtain data from other parishes which we can use to build our case to go back to Highways and challenge their assumptions.

It was agreed that Cllr. Harrison would share Rockland's data.

16. AOB - To receive items for the next agenda.

17. Date of next Meeting - Monday 2 September 2024, 7pm. Rocklands Village Hall. Everybody welcome.

Signed

Date

Rocklands SID - The Street, Vehicles from Crossroads (page 1)

Start		01/05/2024	05/12/2023	24/07/2023	17/01/2023	29/07/2022
Finish		06/06/2024	04/01/2024	28/08/2023	28/02/2023	02/09/2022
Total Vehicles		12,392	10,227	11,166	14,309	11,735
Average Vehicles/day		344	341	321	340	335
Morning Peak		08:00-09:00	08:00-09:00	09:15-10:15	08:00-09:00	09:15-10:15
Afternoon Peak		17:00-18:00	15:00-16:00	16:00-17:00	15:00-16:00	17:00-18:00
Max Speed (date)		60 (25/05/24, 22:50)	55 (16/12/2023, 13:40)	55 (09/08/23, 07:35)	55 (11/02/2023, 13:45)	70 (29/08/2022, 15:25)
0-30 mph		9,454	8,114	7,778	11,260	8,209
%		76.29	79.34	69.66	78.69	69.95
30+ mph		2,938	2,113	3,388	3,049	3,526
%		23.71	20.66	30.34	21.31	30.05
35+ mph		562	391	767	593	818
%		4.54	3.82	6.87	4.14	6.97
35-40		486	336	632	512	670
%		3.92	3.29	5.66	3.58	5.71
40-45		66	50	108	70	126
%		0.53	0.49	0.97	0.49	1.07
45-50		8	4	24	10	20
%		0.06	0.04	0.21	0.07	0.17
50-55		1	1	3	1	1
%		0.01	0.01	0.03	0.01	0.01
55-60		1	0	0	0	0
%		0.01	0.00	0.00	0.00	0.00
60-65		0	0	0	0	0
%		0.00	0.00	0.00	0.00	0.00
65-70		0	0	0	0	1
%		0.00	0.00	0.00	0.00	0.01

Rocklands SID - The Street, Vehicles from Crossroads (page 2)

Start	02/04/2022	05/12/2021	04/08/2021	06/04/2021	03/12/2020	04/08/2020
Finish	03/05/2022	05/01/2022	03/09/2021	06/05/2021	03/01/2021	04/09/2020
Total Vehicles	10,590	9,139	10,300	11,092	9,337	10,341
Average Vehicles/day	342	295	344	369	300	332
Morning Peak	08:00-09:00	10:30-11:30	09:45-10:45	08:30-09:30	11:15-12:15	09:30-10:30
Afternoon Peak	17:30-18:30	14:45-15:45	16:45-17:45	17:30-18:30	14:45-15:45	17:00-18:00
Max Speed (date)	50 (06/04/22, 18:05)	60 (15/12/21, 13:40)	55 (18/08/21, 23:30)	50 (07/04/21, 06:30)	50 (04/12/20, 13:10)	60 (31/08/20, 02:55)
0-30 mph	7,403	6,902	7,050	7,592	7,134	7,180
%	69.91	75.52	68.45	68.45	76.41	69.43
30+ mph	3,187	2,237	3,250	3,500	2,203	3,161
%	30.09	24.48	31.55	31.55	23.59	30.57
35+ mph	669	463	845	788	495	760
%	6.32	5.07	8.20	7.10	5.30	7.35
35-40	561	393	691	661	419	623
%	5.30	4.30	6.71	5.96	4.49	6.02
40-45	98	58	130	113	68	110
%	0.93	0.63	1.26	1.02	0.73	1.06
45-50	10	11	20	14	8	24
%	0.09	0.12	0.19	0.13	0.09	0.23
50-55	0	0	4	0	0	24
%	0.00	0.00	0.04	0.00	0.00	0.23
55-60	0	1	0	0	0	1
%	0.00	0.01	0.00	0.00	0.00	0.01
60-65	0	0	0	0	0	0
%	0.00	0.00	0.00	0.00	0.00	0.00
65-70	0	0	0	0	0	0
%	0.00	0.00	0.00	0.00	0.00	0.00

Signed

Date