

From: [Richard Drake](#)
To: [PLANNING](#)
Subject: RE: PAC 10 Barnard Road 23/01615/F
Date: 12 January 2024 12:15:26

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Good afternoon

Thank you for consulting Norfolk County Council in its capacity as the Mineral Planning Authority regarding the above application. While the application site is partially underlain by a Mineral Safeguarding Area (Sand and Gravel), it is considered that as a result of the nature of the existing and proposed development and the site location it would be exempt from the requirements of Policy CS16-safeguarding of the adopted Norfolk Minerals and Waste Core Strategy. A full list of exemptions is contained in Appendix C of the adopted Core Strategy.

Any queries please contact me.

Best regards

Richard

Richard Drake
Senior Planner (Minerals and Waste Policy)
Planning Services
Community and Environmental Services
Norfolk County Council
01603 222349

Please note that I do not normally work on Wednesdays

From: planning@norwich.gov.uk <planning@norwich.gov.uk>
Sent: Monday, January 8, 2024 2:19 PM
To: Richard Drake <richard.drake@norfolk.gov.uk>
Subject: PAC 10 Barnard Road 23/01615/F

WARNING: External email, think before you click!

Please see attached planning application consultation notification.

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From: Dawson, Tom <TomDawson@norwich.gov.uk>
Sent: Tuesday, January 23, 2024 2:09 PM
To: Hinchcliffe, Sarah <SarahHinchcliffe@norwich.gov.uk>
Subject: FW: PAC 10 Barnard Road 23/01615/F

Hi Sarah,

Please find below my comments regarding the noise aspects of this planning application.
Sally will be in touch separately regarding the contaminated land.

We would request that the following conditions are attached to any approval granted:

- No trade deliveries or collections shall take place before 07:00 hours and after 23:00 hours Monday to Saturday and before 09:00 and after 18:00 Sundays. There shall be no trade deliveries or collections, on Bank or Public Holidays.
-
- No use of the premises shall take place until a mechanical plant system has been installed in full accordance with a scheme to be first submitted to and agreed in writing with the local planning authority and, once installed, shall be retained as such thereafter.

The scheme shall conform to the recommendations given at paragraphs 5.11 and 5.12 of the submitted noise impact assessment.

Kind Regards

Tom Dawson
Environmental Protection Officer
Regulatory Services
Norwich City Council

0344 980 3333
My working days are Tuesday to Friday



Planning Applications – Suggested Informative Statements and Conditions Report

If you would like to discuss any of the points in this document please contact us on 07929 786955 or email planningliaison@anglianwater.co.uk.

AW Site Reference: 210534/1/0202279

Local Planning Authority: Norwich District (B)

Site: 10 Barnard Road Norwich NR5 9JB

Proposal: Construction of a Class E food store (Lidl) with associated access, car parking, servicing and landscaping

Planning application: 23/01615/F

Prepared by: Pre-Development Team

Date: 26 January 2024

ASSETS

Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Whitlingham Trowse Water Recycling Centre that will have available capacity for these flows

Your development site is served by Whitlingham Trowse WRC, the outfall for which discharges within the Natural England Nutrient Neutrality boundary. Please visit our website to find our Nutrient Neutrality Statement (anglianwater.co.uk) which provides details of Anglian Water's role within the process. We recommend that you contact the local planning authority for advice at the earliest opportunity. If you require a copy of the WRC permit please request it via emailing planningliaison@anglianwater.co.uk

Section 3 - Used Water Network

This response has been based on a lack of documentation outlining the intended foul drainage strategy. A full assessment cannot be made without identified points of connection to the public network. Development will lead to an unacceptable risk of flooding downstream. Anglian Water will need to plan effectively for the proposed development, if permission is granted. We will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. We therefore request a condition requiring an on-site drainage strategy

1. **INFORMATIVE** - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.
2. **INFORMATIVE** - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.
3. **INFORMATIVE** - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.
4. **INFORMATIVE**: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

The preferred method of surface water disposal would be to a sustainable drainage system with connection to the sewer seen as the last option. The documents submitted in support of planning reference 23/01615/F have been reviewed and at this stage Anglian Water are unable to assess the surface water strategy for the proposed development as there are no documents pertaining to the surface water strategy present. It is therefore recommend that the applicant consults with Anglian Water and the Environment Agency. We request a condition be applied to the decision notice if permission is granted. The purpose of the planning system is to achieve sustainable development. This includes the most sustainable approach to surface water disposal in accordance with the surface water hierarchy. It is important to explain that the volume arising from surface water flows can be many times greater than the foul flows from the same development. As a result they have the potential to draw substantially on the public sewerage network capacity and capacity at the receiving Water Recycling Centre. If developers can avoid new surface water flows entering the public sewerage, the impact of developments on wastewater infrastructure and the risk and impact of sewer flooding can be managed effectively, in accordance with paragraph 163 of the NPPF, minimise the risk of flooding. It is appreciated that surface water disposal can be dealt with, in part, via Part H of the Building Regulations, it is felt that it is too late at this stage to manage any potential adverse effect. Drainage systems are an early activity in the construction process and it is in the interest of all that this is dealt with early on in the development process. As our powers under the Water Industry Act are limited it is important to ensure appropriate control over the surface water drainage approach is dealt with via a planning condition, ensuring that evidence is provided that the hierarchy has been followed and any adverse impacts and mitigation required can be planned for effectively.

Section 5 - Suggested Planning Conditions

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

Used Water Sewerage Network (Section 3)

We have no objection subject to the following condition: Condition Prior to the construction above damp proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Reason To prevent environmental and amenity problems arising from flooding

Surface Water Disposal (Section 4)

No development shall commence until a surface water management strategy has been submitted to and approved in writing by the Local Planning Authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the strategy.

FOR THE ATTENTION OF THE APPLICANT - if Section 3 or Section 4 condition has been recommended above, please see below information:

Next steps

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

If you have not done so already, we recommend that you submit a Pre-planning enquiry with our Pre-Development team. This can be completed online at our website <http://www.anglianwater.co.uk/developers/pre-development.aspx>

Once submitted, we will work with you in developing a feasible mitigation solution.

If a foul or surface water condition is applied by the Local Planning Authority to the Decision Notice, we will require a copy of the following information prior to recommending discharging the condition:

Foul water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution including:
 - Development size
 - Proposed discharge rate (Should you require a pumped connection, please note that our minimum pumped discharge rate is 3.8l/s)
 - Connecting manhole discharge location (No connections can be made into a public rising main)
- Notification of intention to connect to the public sewer under S106 of the Water Industry Act (More information can be found on our website)
- Feasible mitigation strategy in agreement with Anglian Water (if required)

Surface water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution, including:
 - Development hectare size
 - Proposed discharge rate (Our minimum discharge rate is 2l/s. The applicant can verify the site's existing 1 in 1 year greenfield run off rate on the following HR Wallingford website -<http://www.uksuds.com/drainage-calculation-tools/greenfield-runoff-rate-estimation> . For Brownfield sites being demolished, the site should be treated as Greenfield. Where this is not practical Anglian Water would assess the roof area of the former development site and subject to capacity, permit the 1 in 1 year calculated rate)
 - Connecting manhole discharge location
- Sufficient evidence to prove that all surface water disposal routes have been explored as detailed in the surface water hierarchy, stipulated in Building Regulations Part H (Our Surface Water Policy can be found on our website)

From: planning@norwich.gov.uk
To: [PLANNING](#)
Subject: Comments for Planning Application 23/01615/F
Date: 26 January 2024 16:03:13

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 26/01/2024 4:03 PM from Fire Water Officer Norfolk Fire Rescue Service.

Application Summary

Address:	10 Barnard Road Norwich NR5 9JB
Proposal:	Construction of a Class E food store (Lidl) with associated access, car parking, servicing and landscaping.
Case Officer:	Sarah Hinchcliffe

[Click for further information](#)

Customer Details

Name:	Fire Water Officer Norfolk Fire Rescue Service
Email:	firewaterofficer@norfolk.gov.uk
Address:	Wymondham Fire Station, London Road, Wymondham NR18 9AW

Comments Details

Commenter Type:	Unknown
Stance:	Customer made comments neither objecting to or supporting the Planning Application

Reasons for comment:

Comments:	With reference to the proposed commercial development, based on the location and infrastructure already in place, we will require a minimum of 1 fire hydrant to be installed, in a location agreed by Norfolk Fire & Rescue Service to ensure adequate fire fighting water provision. The fire hydrant shall conform to BS750 and should provide a minimum sustained outlet discharge of no less than 20l/sec in line with the 'National guidance document on the provision of water for fire fighting' published by Water UK. A minimum requirement for commercial/industrial development would normally be fire hydrants on no less than a 125mm main. This is subject to clarification of the type, size and use of the commercial premises. To comply with Building Regulations all commercial buildings, with any single compartment of more than 280m², should have a hydrant provided, if there is not existing provision within 100mtrs of the building. Hydrant(s) should be located within a vehicular travel distance of 90 metres from the entry points of buildings or the inlet point of a Dry Riser where required. The developer is responsible for ensuring sufficient hydrants are installed, in compliance with water regulations and Building Regulations Approved Document B Volume 2 sections 15 & 16 (Fire Hydrants / Water Supplies and Vehicle Access) with reference to the 'National guidance document on the provision of water for fire fighting' published by Water UK. All proposed hydrant provision should be to the satisfaction of the Norfolk Fire and Rescue Service. All expenses incurred shall be borne by the developer, owner or occupier of the commercial entity. With reference to the condition, the developer will be expected to meet the costs of supplying and installing the fire hydrant. Condition is needed to ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.
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Kind regards

From: [Hinchcliffe, Sarah](#)
To: [DC TECH](#)
Subject: FW: PAC 10 Barnard Road 23/01615/F
Date: 06 February 2024 15:32:37

Hi

Can the attached consultee comments be added to Civica please?

Thanks

Sarah

From: Nicholson, Sally <SallyNicholson@norwich.gov.uk>
Sent: Tuesday, February 6, 2024 3:20 PM
To: Hinchcliffe, Sarah <SarahHinchcliffe@norwich.gov.uk>
Subject: RE: PAC 10 Barnard Road 23/01615/F

Hi Sarah

As mentioned, Tom Dawson has commented on operational noise; I shall consider the other Environmental Protection concerns:

Demolition/Construction

Development shall not begin until a detailed noise and dust management plan/scheme to protect the occupants of completed dwellings on the site and residential dwelling surrounding the site from noise, dust and smoke, has been submitted to, and approved in writing by the Local Planning Authority

The scheme to include.

1. Communication with neighbours before and during works.
2. Contact arrangements by which residents can raise any concerns and, issues.
3. The mechanism for investigation and responding to residents' concerns and complaints
4. Management arrangements to be put in place to minimise noise and dust (including staff training such as toolbox talks).
5. Hours during which noisy and potentially dusty activities will take place.
6. Measures to control loud radios on site.
7. Measures to be taken to ensure noisy activities take place away from residential premises where possible such as a separate compound for cutting and grinding activities.
8. Measures to control dust from excavation, wetting of soil; dust netting and loading and transportation of soil such as minimising drop heights, sheeting of vehicles.
9. Measures to control dust from soil stockpiles such as sheeting, making sure that stockpiles exist for the shortest possible time and locating stockpiles away from residential premises.
10. Measures to control dust from vehicle movements such as site speed limits, cleaning of site roads and wetting of vehicle routes in dry weather.

11. Measures to minimise dust generating activities on windy and dry days
12. Measures to control smoke from burning activities.
13. Method statements and risk assessments relating to the identification, removal and disposal of any asbestos containing materials which are present on site.

The approved plan shall remain in place and be implemented throughout each phase of the development.

Contaminated Land

I have reviewed the report Phase II Geo-Environmental Site Investigation
Reference: BRD4290-OR2-A dated 12th September 2023

The report finds no contamination in the area tested; however, the foundations have not yet been removed. The report recommends that there is attendance by a Geo-Environmental consultant during the removal of existing foundations as part of the demolition should be considered. Inspection of the subsequent excavations and the undertaking of a couple of trial pits would address the limitations in the exploratory point layout.

I would like to add a condition to ensure this is carried out; maybe by editing the condition below.

CO2 Unknown contamination (UNiform Ref = CO2A)

If, during development, contamination not previously identified is found to be present, then all works shall stop and no further development shall be carried out in pursuance of this permission until a scheme has been submitted to and approved by the Council as Local Planning Authority detailing how this contamination shall be dealt with in accordance with the remediation scheme as set out above. Only when evidence is provided to confirm the contamination no longer presents an unacceptable risk, can development continue.

Asbestos

The developer is reminded that prior to any refurbishment commencing on site the building/s to be refurbished are required to be surveyed for the presence of asbestos containing materials in accordance with the Control of Asbestos Regulations 2012. Any asbestos containing materials which are identified shall be managed or removed in accordance with the above regulations and waste regulations. Failure to comply with these regulations could result in prosecution by the relevant authority.

The uncontrolled refurbishment of buildings could result in the contamination of soils on site and in the vicinity of the demolition. This could cause the investigation of the site under Part 2A of the Environmental Protection Act 1990, which may result in the determining of the site as Contaminated Land.

For further help and advice in respect of asbestos removal the applicant/agent is advised to contact the Health and Safety Executive (HSE) on 0845 345 0055 (www.hse.gov.uk/asbestos)

Air Quality

I have reviewed the Air Quality Assessment, Report Ref – 2306810-R02 dated December 2023 produced by Ardent Consulting Engineers.

Provided the mitigation measures in section 6.0 are implemented I have no objections and suggest this should be conditioned with the requirement for a Demolition and Construction Management Plan to formalise this. I do request the wording is changed in this document from “avoid bonfires” to “no bonfires”.

Lighting

No [occupation/use](#) of the development hereby approved shall take place until details have been submitted to and agreed in writing by the local planning authority of all external lighting for the site, including any security or other intermittent lighting. Such details shall include specifications for the lighting proposed, its location and position within the site, height and levels of illumination proposed. The details shall also specify that any external lighting includes cowling, or other similar device, to ensure that the lighting only illuminates the site directly. The development shall be carried out in accordance with the details as agreed and retained as such thereafter.

Waste

I can not see bin areas on plan, can you confirm please.

Any queries let me know.

Regards

Sally Nicholson
Environmental Protection Team Leader
Development and City Services
[Norwich City Council](#)

01603 989669

My working days are Monday-Friday



-----Original Message-----

From: planning@norwich.gov.uk <planning@norwich.gov.uk>
Sent: Tuesday, January 16, 2024 4:42 PM
To: ELECTRONIC PLANNING APPS <electronicplanningapps@norwich.gov.uk>
Subject: PAC 10 Barnard Road 23/01615/F

Please attached planning application



Sarah Hinchcliffe
Norwich City Council
planning@norwich.gov.uk

NCC contact number: 0344 800 8020
Text Relay - 18001 0344 800 8020

Your Ref: 23/01615/F
Date: 15 March 2024

My Ref: 9/4/23/1615
Tel No.: 01603 221812
Email: stuart.blake@norfolk.gov.uk

Dear Sarah,

Norwich: Construction of a Class E food store (Lidl) with associated access, car parking, servicing and landscaping.

10 Barnard Road Norwich NR5 9JB

Thank you for your recent consultation in respect of the above planning application.

The highway authority has reviewed the associated plans and documents that support this application. In addition, the highway authority undertook pre-application discussions with the applicant's transport consultant back in the spring of 2023.

The proposal was presented to a number of highway officers at Norfolk County Councils internal development team meeting in order to gain the collective view of the highway authority.

The highway authority did not object to the principle of the development and supported the delivery of a new Toucan crossing on Dereham Road. Crossing demand at this location is evident when looking at the informal trodden tracks though the grass verge on the south side of Dereham road adjacent to the Namco Funscape site. These tracks indicate a clear pedestrian desire line over Dereham Road and into the site which will see additional pedestrian movements when considering the likely increase in pedestrian trip rates associated with supermarket when comparing to the current use of the site.

Whilst the principle of this Toucan crossing was supported, there were concerns around how the proposed Toucan crossing would interact with the Transforming Cities Fund (TCF) highway improvement scheme, currently being delivered on Dereham Road to enhance pedestrian, cycle and bus connectivity in the area.

Following this, the applicant engaged with the Highway Engineers designing the TCF Scheme and has managed to provide an indicative design to incorporate a Toucan crossing on Dereham Road that will provide a link to the residential area to the north. The plans of the Toucan Crossing at this stage are indicative only, and any subsequent issues with the design that may arise will be resolved during detailed design vetting as these

works will be subject to a formal Section 278 agreement if the planning authority were to grant planning permission.

Despite the above, the highway authority does have some significant concerns with the application as proposed and therefore offers the following comments.

Barnard Road – Pedestrian and cycle connectivity

During pre-application discussions with the transport consultant back in spring 2023, the highway authority discussed pedestrian and cycle infrastructure along Barnard Road between the site and Mayfly Way.

The applicant was asked to source highway boundary plans and explore whether improvements to Barnard Road could be delivered in order to encourage active and sustainable to the site. The applicant has not done this and has disregarded any form of improvement along Barnard Road.

Mayfly Way is a high-quality pedestrian and cycle route that cuts through Barnard Road, providing an important link between the residential area of Bowthorpe to Dereham Road. The applicant should make all efforts to explore options to provide improved footway provision and a potential off carriageway cycleway between the site and Mayfly Way.

Between the site and Mayfly Way, Barnard Way has continuous footway provision on the northern side only. The junctions of Francis Way and Morgan Way are particularly wide which may take some pedestrians a considerable time to cross. In addition, neither junction has dropped kerbs or tactile slabs making the northern footway for some users inaccessible. The development will substantially increase pedestrian movements on Barnard Road between Mayfly Way and the site, so it is deemed essential that improvements at these junctions are delivered to facilitate access to the footway and safe crossing for all users.

Furthermore, to the east of the site access there is no suitable location to cross over Barnard Road from the southern footway to the site for pedestrians / cyclists. Barnard Road is particularly wide and would benefit from a crossing point for pedestrians accessing the site from the east. The provision of a tactile crossing over the existing splitter island on the Barnard Road arm of the Dereham Road roundabout and a section of footway or shared use footway/ cycleway linking to the site access on the northern side of Barnard Road will provide an essential link for pedestrians between the site access and the Dereham Road footway to the east of the roundabout.

The TA referred to Barnard Road as a cul-de-sac. This is correct; however, Barnard Road predominantly serves industrial and commercial units and sees a high number of vehicular movements including HGVs. It is not a particularly attractive environment of cyclists particularly in the AM and PM peak hours. The applicant needs to source highway boundary plans and explore the potential to deliver improvements to provide a cycle facility. It may be that a 3m wide shared use facility could be delivered along the north of Barnard Road between Mayfly Way and the Dereham Road roundabout to provide an east–west off-carriageway cycle route.

The site access road would need to be amended to include a tactile crossing to facilitate pedestrian connectivity to the east along Barnard Road.

Parking

Whilst vehicle parking space provision does meet the standards outlined in Norfolk County Councils "Parking Guidelines for new developments in Norfolk" guidance. The on-site EV charging provision is considerably low with only 2 EV charge points proposed.

In line with the county councils parking guidance, 10% of all car parking spaces should have active EV charging provision, with a further 20% to have passive provision (to include the underground infrastructure for additional EV charging points for future EV expansion). EV charging points should meet Mode 3 standards and capable of a minimum output of 7kwh, however, given the expected short dwell times for parked vehicles, the units should be capable of rapid charging to a minimum of 43kwh. 1 in 5 accessible parking spaces should include active EV charging provision.

Cycle parking must be secure, conveniently located and protected from the weather. It is not clear whether the cycle parking proposed is actually under cover.

Summary

Whilst the highway authority has no objection to the principle of the development, there are a number of concerns mainly around pedestrian and cycle connectivity from the site to the wider community. Therefore, until the above points have been reviewed and addressed, and a thorough assessment of existing conditions on Barnard Road have been evidenced, the highway authority recommends a holding objection to this full planning application.

If you wish to discuss any of the above comments in greater detail, please do not hesitate to get in touch.

Yours sincerely

Stuart Blake

Engineer Major and Estate Development
for Executive Director for Community and Environmental Services

Please be aware it is the applicant's responsibility to clarify the boundary with the public highway. Private structures such as fences or walls will not be permitted on highway land. The highway boundary may not match the applicants title plan. Please contact the highway research team at highway.boundaries@norfolk.gov.uk for further details.

From: Haysom, Emily
Sent: Tuesday, May 14, 2024 1:50 PM
To: Hinchcliffe, Sarah
Cc: Hall, Lara
Subject: RE: 23/01615/F - 10 Barnard Road - landscaping comments

Hi Sarah

In its current state the layout shows an overall reduction in soft landscaping and increase of hardscape. See attached re east boundary. There is a 3m soft planting bed along the eastern boundary in the existing site plan - now shown as a 1m wide bed in the proposed planting plan. The parking layout could be reworked/footpath width reduced to allow more width to this planting bed. (footpath permeable as per previous comments).

In terms of the proposed planting species the evergreen shrubs will provide some year-round greenery. However, the block planting is unimaginative and the provision for pollinators is somewhat limited particularly along the eastern edge where a mixed native hedge would provide more interest and habitat potential.

There may be potential for the northern shrub bed to incorporate large street trees using a system of soil cells, by Green Blue Urban or similar, to ensure there is enough aerated soil for tree roots within the planting bed and beneath the hardscape. There is scope within the hard scape of the carpark itself to include at least one large tree– using a soil cell system. (This could incorporate SuDS potential as well).

Hope this helps

Thanks

Emily

Emily Haysom MA

Landscape Architect

Development and City Services

Norwich City Council

My working days are Monday to Wednesday



From: Haysom, Emily

Sent: Tuesday, May 14, 2024 11:04 AM

To: Hinchcliffe, Sarah

Cc: Hall, Lara

Subject: RE: 23/01615/F - 10 Barnard Road - landscaping comments

Hi Sarah

The scheme relies on the loss of a section of tree line along Dereham Road.

The ecology report Dec 2023 recommends:

Retention and protection of existing trees and shrubs where possible (subject to any relevant arboricultural considerations/BS5837);

The arb report does not question the trees for removal – as it is a given that they must be removed. The report states:

A group of oak trees (G1), sycamore (T3), willow (T4) and ash (T5) are to be removed to facilitate the development (red circle).

Six of these trees are category B trees and 1 is category A (all of these good quality trees are part of a tree line along Dereham Rd which is an important green corridor, which will be used for navigation and forage by various species of bats and birds. Their removal cannot be easily mitigated as it is the treeline itself that is significant. If anything, this gap needs to be filled in with more trees to support the existing green infrastructure.

The loss of trees would affect habitat loss, loss of water retention through roots, and add to the heat island effect that would be experienced by people living and walking in the street.

A new pedestrian path is proposed above the tree root zone for the remaining few trees along the eastern boundary which is proposed as asphalt Drawing 19408-307 P00.

The tree protection plan outlines No dig Cell web/gridforce as a treatment for the RPA for these 3 trees. There would need to be clarification that the final surface will be permeable. Asphalt is unacceptable.

Based on policies regarding BNG, sustainability, and climate resilience, we would be looking for a design that avoids the removal of good quality mature trees, with permeable surfacing wherever possible (such as parking bays and footpaths).

Having reviewed the information, we object to the proposals, primarily on the basis of the removal of the trees within a significant green corridor along Dereham Road.

Thanks

Emily

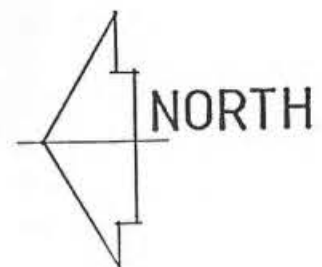
Emily Haysom MA

Landscape Architect

Development and City Services

Norwich City Council

My working days are Monday to Wednesday



NORTH

DEREHAM ROAD

FRIENDLY LODGE
HOTEL

existing planting

form new bank

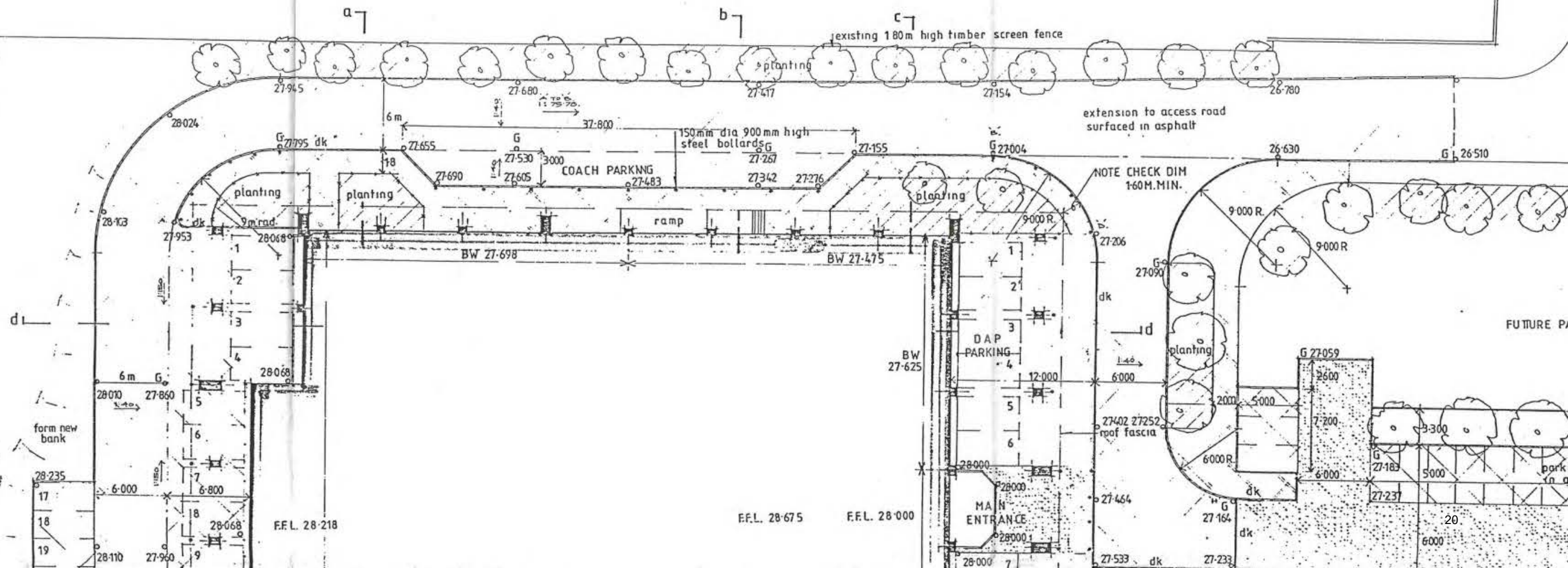
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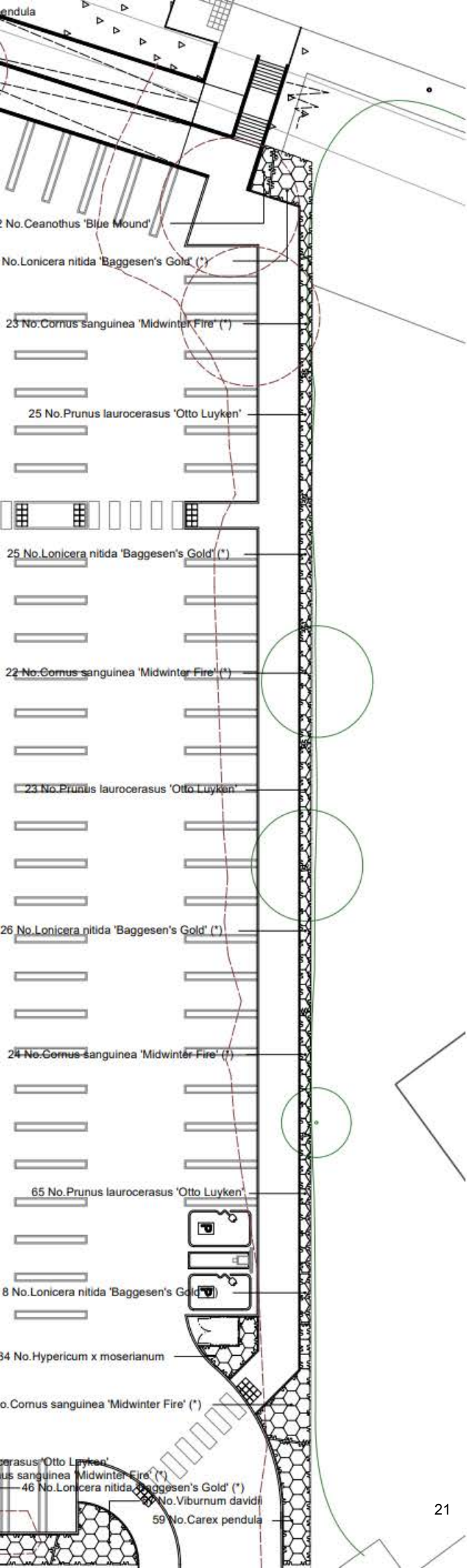
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F.F.L. 28.000

MAIN
ENTRANCE

FUTURE PA





From: [Richard Drake](#)
To: [PLANNING](#)
Subject: RE: PAC 10 Barnard Road 23/01615/F
Date: 16 August 2024 09:23:15

Good morning

Thank you for consulting Norfolk County Council, in its capacity as the Mineral Planning Authority, regarding the amended application above. Our previous response to the application, dated 15 January 2024, remains relevant.

If you have any queries regarding this response please contact me.

Best regards

Richard

Richard Drake
Senior Planner (Minerals and Waste Policy)
Planning Services
Communities and Environment
Norfolk County Council



NORFOLK
CONSTABULARY
Our Priority is You

Planning Department
Norwich County Council
Via email

Norfolk Constabulary

Community Safety
Norwich
Norfolk

Ref: 23/01615/F

Date: 15th August 2024

Tel: 101

Mobile: 07810813530

Email: penny.turner@norfolk.police.uk

www.norfolk.police.uk

Non-Emergency Tel: 101

Dear Ms Hinchcliffe,

Proposal: Construction of a Class E food store (Lidl) with associated access, car parking, servicing and landscaping. Location: 10 Barnard Road Norwich NR5 9JB

Thank you for inviting comment on the above Planning Application. As a Designing Out Crime Officer my role within the planning process is to give advice on behalf of Norfolk Constabulary in relation to the layout, environmental design and the physical security of buildings, using the established principles of Crime prevention through Environmental Design (CPTED).

I would like to take this opportunity on behalf of Norfolk Constabulary to refer to Secured by Design (SBD). This is a national police initiative founded upon the principles of "designing out crime" and incorporates the latest security standards to address emerging criminal methods of attack. SBD aims to achieve a good standard of security for buildings and the immediate environment. It attempts to deter criminal and anti-social behaviour within developments by introducing appropriate design features that enable Natural Surveillance and create a sense of place where businesses and legitimate business users can go about their daily routine, without undue fear of crime or insecurity. Principles and specifications of Secured by Design are found within the Commercial 2023 Design Guide which can be downloaded from www.securedbydesign.com.

These features include secure vehicle parking, adequate lighting of common areas, defensible space and a landscaping and lighting scheme which when combined, enhances Natural Surveillance and safety. Also, other factors to consider are the crime risk associated with location, hours of businesses and variations within usage, numbers of employees and vehicles at the location. Experience shows that incorporating security measures during the build stage reduces crime, fear of crime and disorder.

Crime Analysis: Although Norfolk enjoys low crime levels, there should be no room for complacency. I have reviewed the crime records for this location over the previous 12 months. The types of crime include: Criminal Damage to and Theft from 10 Barnard Road, and also from the venue immediately adjacent the site. There have also been reports of theft of items from nearby businesses, together with incidences of theft from motor vehicles and theft of pedal cycle. It is therefore strongly advisable for the applicant to factor in protective security measures & practices to combat these types of offenses across this new development.

There is also an increasing problem with 'car meets' around the city's peripheral road and associated Env ASB, which we are keen to address at early stages and strongly recommend features to slow and prevent movement of traffic over the site when required (i.e. when venue closed).

The proposed layout does show that Crime Prevention Through Environmental Design features have been considered and incorporated, and I am encouraged by the reference to Security and Crime Prevention within the DAS & Planning Statement. I would be pleased to work with the agent or developer to ensure that this approach continues. This is by far the most efficient way in which to proceed with residential developments and is a partnership approach to reduce criminal opportunity. *“Lidl design their stores and sites to minimise anti-social behavior and crime. Lidl provide open and well-lit schemes to deter criminal activity.” Planning Statement*

Norfolk Constabulary have no objects to the layout and design of the application in general, however I do have some matters below that require consideration:

Layout and Site Access: *The site is rectangular in shape, bounded to the north by Dereham Road and Barnard Road to the south. To the west of the site is the rear of industrial buildings forming part of the Bowthorpe Employment area, and to the east is the currently closed Best Western Brook hotel with associated car parking. DAS*

A major factor influencing the security of a facility is the nature of the surrounding land use and its location. The proposed site is located on the east of Bowthorpe Park Industrial Estate, adjacent to the A1074 arterial road just east of the Norwich Southern Bypass (A47). The site being some distance from ‘active’ buildings (to the north of A1074) cannot ‘borrow’ any additional guardianship from neighbouring buildings/dwellings and therefore may be vulnerable when the retail units are closed.



Goggle Maps

Vehicle access routes appear to be clearly defined off Barnard Road, with dedicated pedestrian and cycle access provided from Dereham Road to the north and Barnard Road to the south.

- The main site entrance is the first line of defence against trespass and should be the focus for directing and controlling all access. Other entrances onto the site should be kept to a minimum, and all should be controlled.
- It is noted that this approach route is shared with other venues at the location. In these circumstances, more formal methods of security and surveillance, such as onsite security guards or remote CCTV monitoring may be appropriate, together with perimeter structures/barriers to prevent unauthorised access.

The main ingress to the development should ideally have some style of entrance; this is proven to create a “symbolic barrier” to give the impression that the area beyond is for those patrons wishing to use the facilities and deter casual intrusion by unwelcome visitors. To support this, a change in road surface such as a simple strip of granite sets reinforces the message and creates a sense of place.

- Any features/structures/markings that could control movement (reduce speed) of patrons/employees’ vehicles would be supported along these routes; these may assist in

detering the possibilities of any potential 'car meets' that might wish to explore a new venue. Also consider:

- Installation of barrier or retractable bollard at access point to prevent unauthorised movement within the parking zone when venue not in use. Or
- ANPR cameras (or similar index recording cameras)
- And signage (indicating how space is intended to be used/time allowance i.e. for patrons-only)

Perimeter Security:

Without perimeter fencing usually associated with outer layers of security, landscaping and defensible spaces are important in creating a sense of place where businesses and legitimate users can go about their daily routine, without undue fear of crime or insecurity - this is a key element of the Secured by Design initiative. These features can provide a useful layer in directing consumers to appropriate access and denying easy access up to the shell of the retail units.

- Design elements such as low knee rails, raised curbs, and landscaping are intended and will all serve to keep vehicles away from buildings and is supported.
- *"The rear of the building to the western boundary will be secured. A full length 2.4m high palladin mesh fence will be erected along the back edge of the service route. The plant area is to be enclosed by a close boarded acoustic timber fence (DAS)"* – this is also much supported.

Landscaping: Landscaping on site should not be permitted to screen off areas where criminal activity could then occur, without natural/electronic surveillance protection. Openness over site is the best protection against criminal opportunity and creation of hiding places and reduces the fear of crime for users.

- Ensuring sight lines and clear visibility around the retail units, avoiding alcoves, recessed areas or opportunities for offenders to loiter in anonymity and establishing routes to primary entrances should be maintained.
- It is generally recommended that the landscaping plan needs to provide all specified shrubs and hedges to a maximum growth height of one metre, whilst all trees should be "up pruned" to a minimum height of two metres to maintain a clear field of vision around the site. An environment that provides a "see and be seen" style will reduce crime and anti-social behaviour.

This is illustrated within the proposed literature and is supported.

- Any planting scheme should be considered in tandem with installation & requirement of any CCTV system and the lighting plan.

External Lighting: I have been unable to find a lighting plan with the documentation. To work in harmony with high levels of Natural Surveillance, a carefully designed Lighting plan to cover all vulnerable areas should be in place.

- A lighting scheme should provide uniformed lighting levels with good colour rendition and be sufficient to cater for lawful after dark activity around the facility. It should not cause glare or light pollution and should support both formal and informal surveillance of the site.

To deter and reveal potential offenders and a uniform spread of white light to meet the updated British Standard BS5489-1:2020 is required. Research has proven that a constant level of illumination is more effective at controlling the night environment. Secured by Design supports the Institution of Lighting Professionals (ILP) in encouraging a variable controlled lighting level and the dusk to dawn system is supported.

NB/ Secured by Design has not specified PIR activated security lighting for several years following advice from the ILP. Research has proven that a constant level of illumination is more effective at controlling the night environment.

A good lighting system is one designed to distribute an appropriate amount of light evenly with Uniformity Values of between 0.25 and 0.40 using lamps with a rating of at least 60 on the Colour Rendering Index. A Uo value of 0.4 or 40% is recommended to ensure that lighting installations do not create dark patches next to lighter patches where our eyes would have difficulty in adjusting quickly enough for us to see that it was safe to proceed along any route.

Please note/ Bollard lighting is purely for wayfinding and can be easily obscured. It does not project enough light at the right height making it difficult to recognise facial features and as a result causes an increase in the fear of crime. It should be avoided as the sole means of lighting.

- Lighting is required to each building elevation that contains a doorset and can also assist in identifying the door and operating locking mechanisms.
- Lighting design should be coordinated with a CCTV installation (when specified) and the landscape designed to avoid conflict.

Closed Circuit Television: It is noted within the documentation that *“The applicant may consider, in the future, the use of CCTV in the service yard to monitor the gates during trading hours.”*

Although CCTV is not a universal solution to security problems, it can help deter crime and assist in the management of a venue if it is monitored continuously and appropriately recorded. The provision of CCTV is most effective when it forms part of an overall security plan. It is essential that developers are very clear about the objectives they wish to meet and establish a policy for its use and operation before it is installed.

- It is important to seek independent advice before approaching an installer and to develop a comprehensive **Operational Requirement** for the system, which can be supplied to installers during the tendering process. An operational requirement will be used for the design, performance specification and functionality of the CCTV system. In effect, it is a statement of problems, not solutions and will highlight the areas that must be observed by the system and the times and description of activities giving cause for concern.

A useful reference to help achieve this goal is the CCTV Operational Requirements Manual 2009 ISBN 978-1-84726-902-7 Published April 2009 by the Home Office Scientific Development Branch.

Parking: *“The car park located immediately adjacent to the foodstore to the north and east of the site. The proposed Lidl has 120 Car Parking Spaces Including 7 Disabled 9 P&C spaces 2 EV spaces 6 M/C spaces 20 Cycle spaces”.*

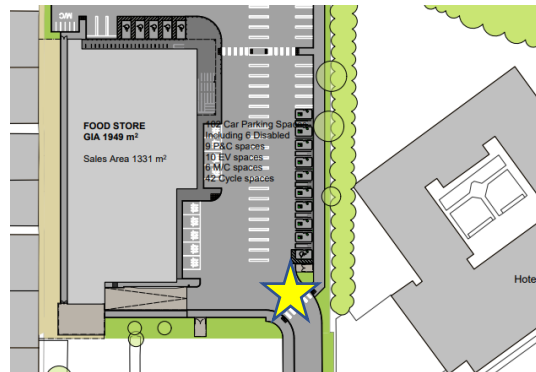
The provision for car parking is shown as being adjacent to buildings with active windows overlooking and has appropriate levels of Natural Surveillance.

- Application of signage and surface route markings to indicate desired direction of traffic & how pedestrians may cross through the parking safely to the venue.
- Whilst the store is open management training for monitoring of ASB is welcomed, together with supportive CCTV footage.

It would be a wise move to consider the design criteria for car parking laid down in the police owned ‘ParkMark’ initiative. Further information can be found at www.parkmark.co.uk

Please be aware of the rising nuisance of ‘car meets’ taking place on industrial/commercial sites close to the city. To prevent unwelcome use of parking facilities when the site is closed please consider:

- ANPR cameras (or similar index recording cameras) & signage (indicating how space is intended to be used i.e. for patrons-only) at the main access point.
- Installation of a vehicle barrier to be used when venue is closed - restricting any unwelcome movement around the site.

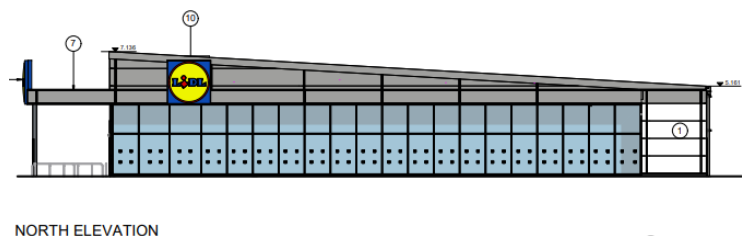
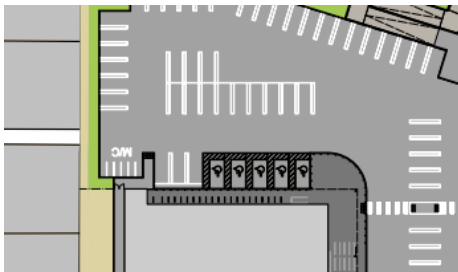


Cycle Parking:

The securing of cycles left unattended must be considered within the design of any new commercial premises, and I was please to note within the DAS:

“Bicycle Security This is a potential crime on all retail sites. It is guarded against by making appropriate provision for customer cycle parking and staff cycle parking. Cycle Hoops are provided for customers in open, well observed areas of the site. This provides natural surveillance from adjacent activities for cycles stored here.”

The position of any cycle storage area requires the same level of attention as for car parking and again should be positioned with active windows overlooking and have appropriate levels of Natural Surveillance.



Whilst the location of the cycle parking is supported, the cycle stands provided must facilitate the locking of both wheels and the crossbar. Hooped rings set into the ground do not provide for this and the cycle racks may need rethinking.

These should be replaced with the new more appropriate facilities. This may become more important with the increase in popularity of electric cycles in general.



Stainless Steel Cycle Hoops

There are several secure cycle options detailed in the “member companies” section of Secured by Design. These structures have been security tested to achieve accreditation.



These structures should always be the default standard used today.

Crime records show that pedal cycles have been stolen from the nearby vicinity.

- Please consider separate secure cycle parking requirements for employees, ideally within an additional layer of security – such as the external compound area or the store/service area

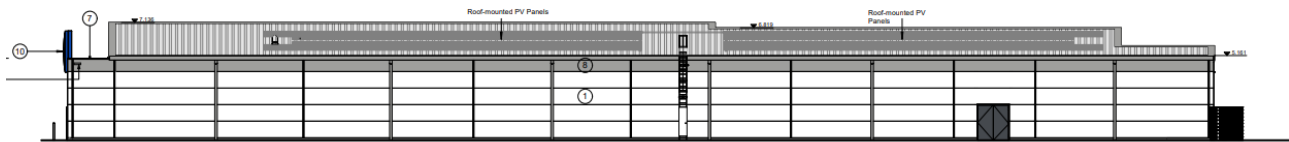


Glass and Glazing

The glazed frontages of all units provide adequate surveillance into and around the site.

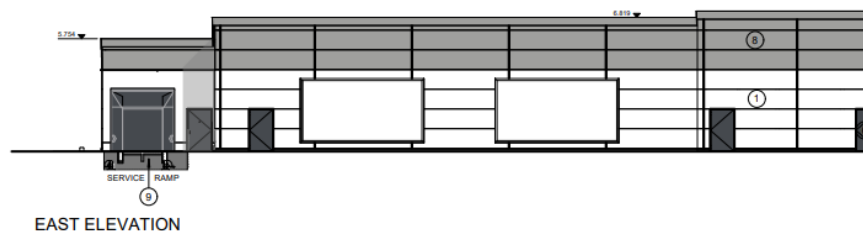
SHELL OF THE RETAIL UNITS: Although the nature and intended purpose of the buildings is obvious to any caller, unfortunately such units can be of interest to potential offenders and therefore require appropriate measures to acknowledge this increased vulnerability. Again, it is encouraging that retail security has been considered *“The retail frontages of the store have been protected with a continuous line of stainless steel anti-ram bollards. These are rooted into a common reinforced concrete footing which provides additional strength to any one bollard.”*

- 1) Facades of buildings should be designed so that the opportunity to hide along them or climb up them is minimised; the latter is most important when access to flat roofs is possible. Clean straight building lines free of unnecessary accessible ledges, parapets, recesses or overhanging structures will reduce opportunities for burglary. Grilles, air ventilation apertures and shutters should be fitted so that they cannot be removed to permit access. Reinforced mounting and fixing points for internal and external grilles, shutters and their roller boxes should be designed-in as part of the fabric of the structure.
- 2) It is essential to maximise overlooking (natural surveillance) from active windows over access routes and this is observed on the proposed plans - this is a proven Crime Prevention Through Environmental Design measure to promote natural surveillance and deter inappropriate loitering - is of particular importance when a building provides access around most elevations (on open plan developments such as this).
- 3) A common feature of many commercial units are long runs of elevations, often found to the rear and side, that have no windows for potential observation over the site. These same elevations will usually have at least one windowless emergency exit doorway which can present opportunities for crimes such as graffiti, burglary, arson, together with inappropriate loitering.



WEST ELEVATION

- The indication of installing a secure inner fence line within a less secure outer perimeter is noted and supported. This will restrict access along the vulnerable western elevation.
- 4) The service ramp may provide a design with an alcove/recessed area. Such design can present opportunities for offenders to loiter in anonymity, and commit crimes such as burglary and arson where the feature cannot be overlooked from occupied parts of the development.



- It is best to avoid designing unobservable areas rather than having to provide CCTV coverage in an attempt to compensate for the problem.

The Government has reiterated that designing out crime and designing in community safety should be central to the planning and delivery of new development. Specifically, the Planning Practice Guidance on Design reminds practitioners that local authorities are duty bound to adhere to Section 17 of the Crime and Disorder Act 1998 and exercise their functions with due regard to their likely effect on crime and disorder, and do all that they reasonably can to prevent crime and disorder.

If you or the applicant wishes to discuss any of the above further, please do not hesitate to contact me. I am keen to help in any way I can to provide a future development that reduces the opportunity for crime and the fear of crime, creating a safer more secure and sustainable environment for both users and employees of the facilities.

Yours sincerely,

Penny Turner

Designing Out Crime Officer
Norfolk Constabulary

Secured by Design



Official Police Security Initiative

From: [Planning Liaison](#)
To: [PLANNING](#)
Subject: PLN-0202279- PAC 10 Barnard Road 23/01615/F
Date: 31 August 2024 08:11:26
Attachments: [ufm10_Reconsultation_Letter.rtf](#)
[PLN-0202279 - Planning Report.pdf](#)

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Dear Planning Team

Thank you for contacting us.

We have reviewed the submitted documents and we can confirm we have no additional comments to add to our previous response PLN-0202279.

Kind regards

Litty John

Planning & Capacity Team

Development Services

Telephone: 07929 786 955

Anglian Water Services Limited

Thorpe Wood House, Thorpe Wood, Peterborough,
Cambridgeshire, PE3 6WT

From: planning@norwich.gov.uk <planning@norwich.gov.uk>

Sent: Wednesday, August 28, 2024 2:38 PM

To: Planning Liaison <planningliaison@anglianwater.co.uk>

Subject: PLN-0202279- PAC 10 Barnard Road 23/01615/F

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Sarah Hinchcliffe
Norwich City Council
planning@norwich.gov.uk

NCC contact number: 0344 800 8020
Text Relay - 18001 0344 800 8020

Your Ref: 23/01615/F
Date: 6 September 2024

My Ref: 9/4/23/1615
Tel No.: 01603 221812
Email: stuart.blake@norfolk.gov.uk

Dear Sarah,

Norwich: Construction of a Class E food store (Lidl) with associated access, car parking, servicing and landscaping.

10 Barnard Road Norwich NR5 9JB

Thank you for your recent consultation in respect of the above planning application.

The Highway Authority has had extensive engagement with the applicant since my formal response dated 15/03/2024 .

The applicant has addressed a number of points that were raised in my previous response, particularly around EV charge facilities parking and improved pedestrian and cycle connectivity.

The applicant is currently working on a preliminary design of a toucan crossing to the north of the site on Dereham Road. A Stage 1 Road Safety Audit will also be carried out on the design, and the findings of the audit will be provided to the Highway Authority for further assessment.

A subsequent formal response will be provided once the toucan crossing proposals have been reviewed confirming the Highway Authority's stance on the proposal.

Yours sincerely

Stuart Blake

Engineer Major and Estate Development
for Lead Director – Infrastructure, Director of Highways, Transport & Waste

Please be aware it is the applicant's responsibility to clarify the boundary with the public highway. Private structures such as fences or walls will not be permitted on highway land. The highway boundary may not match the applicants title plan. Please contact the highway research team at highway.boundaries@norfolk.gov.uk for further details.

This proposal will need to meet all the functional requirements stated within B5: Access and facilities for the fire service of Approved Document B, 2019 edition incorporating 2020 and 2022 amendments - for use in England.

These sections deal with the following requirement from Part B of Schedule 1 to the Building Regulations 2010.

Access and facilities for the fire service B5

1 The building shall be designed and constructed so as to provide reasonable facilities to assist fire fighters in the protection of life.

2 Reasonable provision shall be made within the site of the building to enable fire appliances to gain access to the building.

Volume 2: Building other than dwellings

As stated within this guidance, 'fire appliances are not standardised. The building control body may, in consultation with the local fire and rescue service, use other dimensions'.

It should be noted that Fire Service appliances require a minimum height clearance of 3.7m and a minimum carrying capacity of 12.5 tonnes.

In addition to the above specifications Norfolk Fire & Rescue Service (NFRS) advise the following -

Water

Water supplies for firefighting should be in accordance with ADB Vol 2, Sec 16 and 'National Guidance Document on the Provision for Fire Fighting' published by Local Government Association and WaterUK:

<https://www.water.org.uk/wp-content/uploads/2018/11/national-guidance-document-on-water-for-ffg-final.pdf>

For further information please contact the Water Officer by email on FireWaterOfficer@norfolk.gov.uk

1. Comments on the internal layout will be made at the Building Regulations application stage.
2. The approval of Building Control will be required to Part B of the Building Regulations 2010
3. Early liaison should be held with this Authority in relation to fixed firefighting facilities, early fire suppression and access (Approved Document B)
4. The external access provisions for a building should be planned to complement the internal access requirements for a fire attack plan. (Guide E Fire safety engineering (2019))

From: [Richard Drake](#)
To: [PLANNING](#)
Subject: RE: PAC 10 Barnard Road 23/01615/F
Date: 24 October 2024 16:17:58

Good afternoon

Thank you for consulting Norfolk County Council, in its capacity as the Mineral Planning Authority, regarding the amended application above. Our previous response to the application, dated 15 January 2024, remains relevant.

If you have any queries regarding this response please contact me.

Best regards

Richard

Richard Drake
Senior Planner (Minerals and Waste Policy)
Planning Services
Communities and Environment
Norfolk County Council

From: [Planning Liaison](#)
To: [PLANNING](#)
Subject: Already logged PLN-0202279 PAC 10 Barnard Road 23/01615/F
Date: 25 October 2024 10:56:16
Attachments: [ufm2_Reconsultation_Letter.rtf](#)

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Hi,

Thank you for contacting us.

We have reviewed the submitted documents and we can confirm we have no additional comments to add to our previous response **PLN-0202279**.

Kind regards

Athira A S

[Planning & Capacity Team](#)
[Development Services](#)

Telephone: 07929 786 955
Anglian Water Services Limited
Thorpe Wood House, Thorpe Wood, Peterborough,
Cambridgeshire, PE3 6WT

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From: planning@norwich.gov.uk <planning@norwich.gov.uk>
Sent: Wednesday, October 23, 2024 9:08 AM
To: Planning Liaison <planningliaison@anglianwater.co.uk>
Subject: PAC 10 Barnard Road 23/01615/F

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From: Penny Turner
To: Sarah Hincliffe
Subject: 23/01/15/F - Construction of a Class E food store (1,001) with associated access, car parking, servicing and landscaping. Location: 10 Barnard Road Norwich NR5 9JB
Date: 28 October 2024 08:02:25

External Email: Be cautious about the sender email address, attachments and links. If uncertain please delete the email.

Dear Planning,

FAO: Sarah Hincliffe

23/01/15/F - Construction of a Class E food store (1,001) with associated access, car parking, servicing and landscaping. Location: 10 Barnard Road Norwich NR5 9JB.

Thank you for inviting comment on the above application, we have no additional comments to add to our previous response of 16th August 2024.

Kind regards, Penny

Penny Turner

Designing Out Crime Officer
Norfolk Police
Community Safety, Local Police Delivery Unit
Mobile: 07938813530
Email: penny.turner@norfolk.gov.uk

This e-mail carries a disclaimer

Go here to view [Norfolk Constabulary Disclaimer](#)

From: [Stuart Blake](#)
To: [PLANNING](#)
Subject: Response To Application Number 23/01615/F at 10 Barnard Road Norwich NR5 9JB
Date: 11 November 2024 11:43:08
Attachments: [Response_9-4-23-1615\(2\).pdf](#)

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Dear Sarah,

Please find attached my representation in relation to the above planning application.

Regards

Stuart Blake

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Sarah Hinchcliffe
Norwich City Council
planning@norwich.gov.uk

NCC contact number: 0344 800 8020
Text Relay - 18001 0344 800 8020

Your Ref: 23/01615/F
Date: 11 November 2024

My Ref: 9/4/23/1615
Tel No.: 01603 221812
Email: stuart.blake@norfolk.gov.uk

Dear Sarah,

Norwich: Construction of a Class E food store (Lidl) with associated access, car parking, servicing and landscaping.

10 Barnard Road Norwich NR5 9JB

Thank you for your recent consultation in regard to the above planning application.

Following engagement with the Highway Authority, the applicant has produced an accepted package of offsite highway improvements to support active and sustainable travel to the site from the wider community.

A preliminary design of a toucan crossing to the north of the site has been produced. The applicant has liaised with colleagues in Highway Design who have been leading on the recent Dereham Road highway improvement scheme to ensure that the design of the crossing integrates with the recently completed works.

The applicant has also submitted a Stage 1 Road Safety Audit based on the submitted design of the toucan crossing. Further technical review of all associated highway improvement work will be undertaken as part of any forthcoming Section 278 agreement.

Therefore, the Highway Authority has no further comment to make and recommends the following conditions.

SHC 01: No works shall commence on the site until such time as detailed plans of the roads, footways, cycleways, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. All construction works shall be carried out in accordance with the approved plans.

Reason: This needs to be a pre-commencement condition to ensure fundamental elements of the development that cannot be retrospectively designed and built are planned for at the earliest possible stage in the development and therefore will not lead to expensive remedial action and adversely impact on the viability of the development.

SHC 17: Prior to the first occupation/use of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan.

The splays shall thereafter be maintained at all times free from any obstruction exceeding 0.225metres above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety in accordance with the principles of the NPPF.

SHC 23: Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off-street parking during construction in the interests of highway safety. This needs to be a pre-commencement condition as it deals with the construction period of the development.

SHC 24A: Prior to the commencement of any works a Construction Traffic Management Plan which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway together with wheel cleaning facilities shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of maintaining highway efficiency and safety. This needs to be a pre-commencement condition as it deals with safeguards associated with the construction period of the development.

SHC 24B: For the duration of the construction period all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the Local Planning Authority.

Reason: In the interests of maintaining highway efficiency and safety.

SHC 33A: Notwithstanding the details indicated on the submitted drawings no works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for the off-site highway improvement works as indicated on Drawing No.s J000420-SK001, J000420-SK501, J000420-SK502, J000420-SK503 have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

SHC 33B: Prior to the first occupation of the development hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority.

Reason: To ensure that the highway network is adequate to cater for the development proposed.

SHC 35A: Prior to first use a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include a monitoring programme to ensure that the identified travel plan targets are met. The Travel Plan shall be implemented in accordance with the timetable and targets contained therein and continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

Informal

It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained (insert for SHWP only and typically this can take between 3 and 4 months). Advice on this matter can be obtained from the County Council's Highways Development Management Group. Please contact developer.services@norfolk.gov.uk

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which must be carried out at the expense of the developer.

If required, street furniture will need to be repositioned at the Applicants own expense.

General

The off-site works will be delivered by a Section 278 Agreement and the precise delivery mechanism will be determined as the works are brought forward. The applicant should be aware that there may be additional costs relating to the off-site works which will include a commuted maintenance amount as well as various fees including administration and supervision. The completed works will be subject to a Safety Audit and additional works may be required.

Further information on the delivery of highway works can be found under Highways and Transport: Post-planning processes at the following link:

<https://www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/highway-guidance-for-development/publications>

Please be aware it is the applicant's responsibility to clarify the boundary with the public highway. Private structures such as fences or walls will not be permitted on highway land. The highway boundary may not match the applicants title plan. Please contact the highway research team at highway.boundaries@norfolk.gov.uk for further details.

Yours sincerely

Stuart Blake

Engineer Major and Estate Development
for Lead Director – Infrastructure, Director of Highways, Transport & Waste

Please be aware it is the applicant's responsibility to clarify the boundary with the public highway. Private structures such as fences or walls will not be permitted on highway land.

The highway boundary may not match the applicants title plan. Please contact the highway research team at highway.boundaries@norfolk.gov.uk for further details.

From: [Hinchcliffe, Sarah](#)
To: [DC TECH](#)
Subject: FW: 23/01615/F Barnard Rd
Date: 20 November 2024 17:56:57

Hi PRSTO

Can the consultee comments below be added to Civica and Uniform please?

Thanks

Sarah

From: Dunthorne, Mark <MarkDunthorne@norwich.gov.uk>
Sent: Tuesday, November 12, 2024 12:34 PM
To: Hinchcliffe, Sarah <SarahHinchcliffe@norwich.gov.uk>
Subject: 23/01615/F Barnard Rd

Hi Sarah,

I have some concerns over this application from a tree perspective. Particularly the large-scale loss of vegetation (including trees) along the eastern boundary. This is a valuable landscape feature, not only in terms of habitat, but also from an amenity/screening/softening the development standpoint. It'd be useful if the applicant could identify any individual specimens (trees) within this feature, which may warrant additional consideration/protection.

Regarding the loss of 4 oaks on the northern boundary; I would consider this to be acceptable if we could secure a 3 for 1 replacement plan, this would be much more achievable than paying strict adherence to the DM7 policy requirement of equivalent replacement biomass (but I'd be happy to adopt that approach if you felt it was necessary, or a 3 for 1 replacement couldn't be agreed).

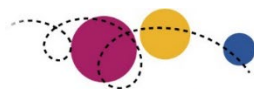
It's also my understanding that further revisions of the application may involve additional tree loss at the north end of the site, but the arb reports/landscape plans seem to be a little inconsistent/unclear. Bearing all this in mind, would it be possible to get an updated AIA?

Regards,

Mark

Mark Dunthorne
Arboricultural officer
Development and city services
Norwich City Council

01603 989335



A fair and thriving city, full of ambition



From: [Sarah Everard](#)
To: [PLANNING](#)
Subject: 23/01615/F
Date: 13 November 2024 10:55:53
Attachments: [image001.png](#)

Dear Sarah,

Thank you for the consultation on the proposed Lidl Foodstore at 10 Barnard Road. We do not have any specific comments to make in respect to this application.

Kind regards

Sarah

Sarah Everard
Area Planning Manager (Central)



Our Broadland and South Norfolk Councils offices are now based at Broadland Business Park in the [Horizon Centre](#). Find out how you can access our services by visiting our website or by calling us on 01508 533633

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FAO: Sarah Hinchcliffe
Senior Planner

Date: 15.04.2025

Application Number: 23/01615/F

Proposal: Construction of a Class E food store (Lidl) with associated access, car parking, servicing and landscaping. 10 Barnard Road Norwich NR5 9JB

Norwich City Council – Landscape Response

Landscape Constraints

- TPO 613. 1 sycamore and group of 7 oak on the northern boundary of 10 Barnard Road.

Comments

- No information given for proposed levels. Whilst site wide detail is not required at this stage, it is important for us to understand that the ramp is deliverable in the footprint shown, and the interface between the site and surrounding context. It is noted that some scaled long sections have been provided, however these do not give any spot heights and the scale bar is in 5m increments.
- The layout of the development does not respond to likely desire lines from sustainable modes. Cycle parking is located to the north of the building. Users of the pedestrian/cycle access from Dereham Road will take the shortest route to the cycle parking and store entrance. They will be unlikely to use the footway/cycleway to the eastern boundary and pedestrian crossing. This desire line is across a number of vehicular movement corridors. It is advised that this should be facilitated in the safest way possible. Any design should seek to accommodate and consider the best approach for all users, including evaluating convenience, and how people use and move through space.
- Stepped access from Dereham Road should be accompanied by a wheeling ramp for use by cyclists to push their bike down/up alongside the steps.
- Understandably emphasis has been placed on the pedestrian and cycle access from the north. However as a pedestrian accessing the site from the south, there is no dropped kerb or crossing provision to access the site. Given the main uses off Barnard Road have generally been employment and associated with manufacturing / building supplies etc. where primary access would be vehicle, this is to be somewhat expected. However, the use of a

supermarket is very different and pedestrian routes southward to Chapel Break Road are available. I would draw awareness of this to the case officer that pedestrian routes to housing areas to the south are less attractive and less accessible. This is particularly pertinent should further proposals for uses with higher attraction/journey generation than currently exist come forward.

- The location of dropped kerbs should be considered in the remit of accessible parking spaces. How would a wheelchair user access the store? What route would they need to take, how far would they need to go?
- Could the applicant please confirm what the two timber close-boarded storage areas are, one in the landscape strip to the south, and the other adjacent to the EV parking.
- There are two redundant areas of hard landscape in the car park, adjacent to parent and child bays. These could be utilised for soft landscape.
- No consideration of sustainable drainage or permeable paving is apparent in the submission. Policy 2 of the Greater Norwich Local Plan states that sustainable drainage systems should be incorporated unless there is clear evidence that this would be inappropriate.
- An area approximately 6m wide by 100m long along the western boundary is proposed to be geotextile and bark mulched. This is unacceptable and is a clear location where greater benefits for biodiversity could be achieved.
- The comments remain the same regarding proposed planting, lacking in provision for pollinators and unimaginative.
- The specification of Oaks as the only tree species to be planted is not reflective of sustainable planting principles whereby we seek diversity in tree stock for climate resilience, and biodiversity benefit.
- An advertising totum is shown on some plans to the north of the site, amongst the planting and tree planting. This would be obscured by the tree planting and unlikely to serve much benefit to the store given the limited visibility. It is not clear whether this would be illuminated, we would raise objection to illumination in this green planted corridor.

Summary

There are a number of items which require clarification or further consideration. Most notably:

- Proposed Levels, ramp and western boundary.
- Layout of car park for pedestrian access and ease of use
- Western boundary treatment, mulched area
- Planting areas, palette and principles

- Sustainability of landscape design (suds)

Holding landscape objection in accordance with sections 12 and 15 of the NPPF, policy 2 and policy 3 of the Greater Norwich Local Plan 2024 Document 1, and policies DM2, DM3 and DM6 of the Development Management Policies Local Plan 2014

Suggested conditions

- Notwithstanding the detail which has been submitted, standard condition LA1 Landscaping Details

Zoe Betts CMLI

Senior landscape architect and technicians team leader

From: planning@norwich.gov.uk
To: [PLANNING](#)
Subject: Consultee Comments for Planning Application 23/01615/F
Date: 15 April 2025 12:05:24

Consultee comments

Dear Sir/Madam,

A consultee has commented on a Planning Application. A summary of the comments is provided below.

Comments were submitted at 15/04/2025 12:05 PM from Mr Mark Dunthorne (Not Available) on behalf of Tree Protection Officer - Norwich City Council.

Application Summary

Reference:	23/01615/F
Address:	10 Barnard Road Norwich NR5 9JB
Proposal:	Construction of a Class E food store with associated access, car parking, servicing and landscaping.
Case Officer:	Sarah Hinchcliffe

[Click for further information](#)

Comments Details

Comments:	No objections from an arboricultural perspective. Recommend conditions TR4 - arb supervision for works within root protection areas, TR7 - works on site in accordance with AIA/AMS/TPP and TR12 - mitigatory replacement tree planting.
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Kind regards