



J000420-HTN03b
November 2025

APPEAL REF:APP/G2625/W/25/3375696

Land off Barnard Road, Norwich, NR5 9JB

Construction of a Class E Food Store with
Associated Access, Car Parking, Servicing and
Landscaping.

(Planning Application Ref: 23/01615/F)

Statement of Common Ground on Transport, Highways and Accessibility Matters Between the Appellant and Norfolk County Council (Local Highway Authority)

CONTENTS

- 1.0 INTRODUCTION**
- 2.0 EXTENT OF PRE-APPLICATION CONSULTATION AND SCOPING OF TECHNICAL ASSESSMENT**
- 3.0 SUBMITTED TRANSPORT ASSESSMENT & TRAVEL PLAN**
- 4.0 PROPOSED ON-SITE HIGHWAYS & TRANSPORT ELEMENTS AND SITE ACCESS ARRANGEMENTS**
- 5.0 PROPOSED OFF-SITE WORKS: ACCESS TO SOUTH (BARNARD WAY AND CONNECTIONS)**
- 6.0 PROPOSED OFF-SITE WORKS: ACCESS TO NORTH (CONNECTION TO DEREHAM ROAD)**
- 7.0 PLANNING FALL BACK POSITION: CLASS E CONVERSION**
- 8.0 CONCLUSION**
- 9.0 DECLARATION**

1.0 INTRODUCTION

- 1.1 This Statement of Common Ground on Transport, Highways and Accessibility matters (HTSoCG) relates to the planning appeal submitted against Norfolk City Council's refusal of planning permission associated with planning application reference 23/01615/F for Construction of a Class E Food Store with Associated Access, Car Parking, Servicing and Landscaping at land off Barnard Road, Norwich (Appeal Ref: APP/G2625/W/25/3375696). The HTSoCG sets out those matters that are agreed between Honeyview Investments (the "Appellant") and Norfolk County Council (NCCLHA), acting in the role of Local Highway Authority with respect to highways, transport and accessibility matters. The HTSoCG reflects the fact that in their final consultation response to the Planning Authority (dated 11 November 2024) NCCLHA raised no objections to the appeal scheme, subject to the imposition of range of identified planning conditions. This position was reached after extensive constructive discussions between the Appellant and NCCLHA and the consideration by NCCLHA of the contents of a) the formal Transport Assessment (TA) report prepared to support the original planning application and, b) subsequent additional Highways Technical Note (J000420-HTN02a) & supporting technical drawings, that were submitted by the Appellant, to provide further information in response to queries raised. These key reference documents are included as Inquiry Core Documents.
- 1.2 The HTSoCG has been drafted by Focus TP on behalf of the Appellant and has been prepared via reference to correspondence and discussions with officers of NCCLHA during the determination period of the planning application. The document should be read in conjunction with the overarching Statement of Common Ground (SoCG) prepared by Emery Planning on behalf of the Appellant, which sets out the context of the Appeal and the areas of agreement and disagreement between the Appellant and the local planning authority, Norwich City Council.

- 1.3 The following sections solely cover matters relevant highways, transport and site accessibility matters. All of the points set out below are agreed by the Appellant and the Local Highway Authority.

2.0 EXTENT OF PRE-APPLICATION CONSULTATION AND SCOPING OF TECHNICAL ASSESSMENT

- 2.1 Highways, transport and accessibility matters associated with the planning application were the subject of extensive and positive pre-application discussions. In line with NCCLHA pre-application scoping procedures, the Appellant submitted a formal pre-application inquiry to NCCLHA in March 2023, with the Council providing a response in April 2023, with the parties attending a virtual pre-application inquiry meeting.
- 2.2 The extent of highway network to be assessed as part of the formal Transport Assessment to support a future planning application, including the scope and detail of traffic survey information and key assessment periods was agreed between the parties during further technical scoping undertaken during May / June 2023. The Appellant submitted a formal TA Scoping Note to NCCLHA for agreement on 12 July 2023. NCCLHA formally responded to the TA Scoping Note on 2 August 2023 and raised no objections to the submitted TA methodology, subject to inclusion of a review of the extent of proposed EV parking provision and consideration of pedestrian and cycle connectivity to the south of the appeal site, via Barnard Road.
- 2.3 The pre-application discussions between the parties highlighted the need to incorporate the Appellant's proposed new walk / cycle crossing of Dereham Road into emerging wider improvement works for the Dereham Road corridor and travel hub, which were being developed by NCCLHA at that time. NCCLHA provided 'work in progress' plans of these emerging wider works to assist the design of the crossing proposals and the Appellant met with the NCCLHA Dereham Road design team in July 2023 to discuss options. The Appellant prepared initial crossing arrangement plans, demonstrating how a new toucan crossing connection could be incorporated into the emerging Dereham Road improvement works. NCCLHA identified no objection to the principles of this proposed crossing layout, subject to confirmation of the final NCCLHA scheme, the details of which were to be prepared cognisant

of the potential to accommodate the future crossing scheme of Dereham Road proposed by the Appellant.

3.0 SUBMITTED TRANSPORT ASSESSMENT & TRAVEL PLAN

- 3.1 The planning application was submitted by the Appellant in December 2023 and included for a formal supporting Transport Assessment (TA) report, which included a Framework Travel Plan as Appendix TA9 to the main TA report.
- 3.2 The submitted TA report included for a detailed description of the immediate local highway network to the appeal site, including for presentation of recorded traffic survey data and a review of recent accident history (section 3 to the TA report). This information is agreed between the parties.
- 3.3 The submitted TA report also included for a review of available sustainable transport connections and scheduled improvements to immediate local walking, cycling and public transport infrastructure to be delivered as part of programmed NCCLHA works. The parties agree that in the event that the appeal is allowed that suitable means should be included so as to ensure that these agreed improvements will be delivered as described. The parties also agree that the site location offers the potential for excellent site accessibility and there are no reasons for refusal of food store proposals on the grounds of accessibility by alternative travel modes to the private car.
- 3.4 The submitted TA report included detailed forecasts with respect to predicted future net travel demand to / from the appeal site under the proposed food store scheme, including for the effects of removal of existing leisure development trips, the assignment of new food store related vehicle trips across the agreed local study area and the inclusion of other known relevant third party committed development traffic, as identified by NCCLHA. Detailed network capacity assessment (at proposed scheme opening year (2024) and future assessment year (2028)) was carried out at the following junction locations and for relevant connecting links to these junctions:

- Site Access Driveway / Barnard Road - T-junction (PICADY analysis);

- A1074 Dereham Road / Wendene / Barnard Road / Breckland Road - Roundabout (ARCADY analysis);
- Wendene / Clover Hill Road / Chapel Break Road Traffic Signals (LINSIG analysis);
- Dereham Road Toucan Crossing / Bus Gate (LINSIG analysis).

3.5 NCCLHA reviewed the detailed network capacity analysis set out within the TA. The County Council raises no objections to the assessment methodology and the presented results. It is agreed that the net predicted effects of impact of the proposed food store related development traffic over the surrounding transport network is not severe and that no highway network capacity related improvements are required to support the appeal scheme.

3.6 It is agreed that the day-to-day operation of the proposed food store should be supported by the implementation of a Travel Plan to encourage and maximise travel to the site by alternative sustainable travel modes to the private car. A final Travel Plan, based on the key principles set out in the Framework Travel Plan submitted by the Appellant, should be secured by planning condition.

3.7 The above measures are agreed to conform to local and national policy, and in particular are properly described as achieving the vision-led approach set out in NPPF §109.

4.0 PROPOSED ON-SITE HIGHWAYS & TRANSPORT ELEMENTS AND SITE ACCESS ARRANGEMENTS

4.1 The proposed 1,949sqm food store scheme includes for the following agreed on-site highways and transport elements:

- Car parking area and integrated servicing zone, including for 102 parking spaces (6 disabled, 9 parent & child and 10 EV spaces).
- 42 covered cycle parking spaces at a visible location close to the store entrance, with the potential for additional staff cycle storage within the proposed food store building.
- Continuous segregated 3m wide walk / cycle corridor through the site, connecting between Dereham Road to the north and Barnard Road to the south and including both ramped (minimum 1:20 gradient) / stair connection to Dereham Road.

4.2 The above arrangements provide safe and appropriate internal routes for all users, and sufficient and appropriate car parking for the proposed use.

4.3 Vehicle access to the appeal scheme would be taken via the retention of the existing private road access to Barnard Road. This access route provides a minimum carriageway width of 7.3m and is appropriate to accommodate both customer vehicle access and occasional service vehicle access, for both the proposed food store and adjacent hotel development, without the need for further improvement. Pedestrian crossing improvements would be implemented at the site access road connection to Barnard Road, as part of proposed off site works, as set out in section 5 to this HTSoCG.

5.0 PROPOSED OFF-SITE WORKS: ACCESS TO SOUTH (BARNARD WAY AND CONNECTIONS)

5.1 It is agreed that improvements to local / walk cycle connections are required to the south of the appeal site, to encourage the use of sustainable transport trips to the site from the local residential areas of Chapel Break, Bowthorpe and Clover Hill. The proposed package of local sustainable transport improvements is illustrated in drawings (ref: J000420-SK501, SK502 & SK503) submitted as part of Highways Technical Note 2a and would improve connections to key existing local walk / cycle routes. The works would include:

- New dropped crossings, including tactile paving, across the site access road connection to Barnard Road, plus an additional tactile crossing point of Barnard Road to the east of the application site access road junction, connecting to the current termination of the northern footway.
- New zebra crossing on Barnard Road (circa 31m (centre to centre) to west of site access road connection) to provide safe pedestrian crossing opportunities to Barnard Road in the immediate vicinity of the application site access.
- Revision / extensions to existing double yellow line parking restrictions to local sections of Barnard Road to respond to the proposed new zebra crossing and to ensure safe large delivery vehicle access to / from the application site.
- New dropped crossing points and tactile paving across formal side roads connections to the northern side of Barnard Road (i.e. Francis Way & Morgan Way), improving pedestrian connections from the application site towards Mayfly Way (and onwards to Chapel Break and Bowthorpe Centre).
- New dropped crossing points and tactile paving across the Jarrold Way side road to the southern side of Barnard Road, therefore improving pedestrian

connections between the application site and the existing public footpath that links towards Chapel Break Road.

- Improved crossing point of Chapel Break Road (new tactile paving) and relocation of existing street lighting column to reduce conflict with pedestrian movements at this crossing to enhance links on foot between the site and Chapel Break Road / Bowthorpe and the local bus stops on nearby Astley Road.

5.2 The principles of these agreed improvements were developed through discussions between the Appellant and NCCLHA following submission of the planning application and final works will be secured by planning condition.

5.3 NCCLHA also raise no objection to the principle of additional improvements to the adopted section of Chapel Break Road at the connection point of the unadopted pedestrian route connecting to Jarrold Way, as illustrated in drawing J000420-SK505 and included in the Appellant's evidence to the appeal. These additional proposed works will also be secured via planning condition.

6.0 PROPOSED OFF-SITE WORKS: ACCESS TO NORTH (CONNECTION TO DEREHAM ROAD)

- 6.1 It is agreed that a new northern walk / cycle connection, including a controlled crossing of Dereham Road, is required to encourage and facilitate travel to the site by sustainable modes from the local residential area of New Costessey. Furthermore, the delivery of a new segregated walk / cycle link through the appeal site, linking Dereham Road to Barnard Road, would deliver improved sustainable travel connections to Bowthorpe Employment Area from northern residential zones & the nearby Dereham Road Travel Hub.
- 6.2 In order to allow for best integration of this northern site connection, the design of the proposed new toucan crossing facility of Dereham Road and the adjacent bus gate lane was informed by direct discussions between the Appellant and NCCLHA design officers for the Dereham Road corridor improvement works. The final agreed layout is illustrated in drawing J000420-SK001(Rev C) and has been subject to a Stage 1 Road Safety Audit (RSA1) review.
- 6.3 Delivery of the agreed toucan crossing works and the connecting ramp / steps feature (within site) from the site car parking area can be secured and controlled by planning condition.

7.0 PLANNING FALL BACK POSITION: CLASS E CONVERSION

- 7.1 It is agreed that the appeal site benefits from a permitted development fall-back position (under Class E of the Town & Country Planning Act) that would allow the existing building (3,258sqm) at the site to be converted into a food store or other retail use under permitted development rights, without the need for substantive planning permission.
- 7.2 This is addressed within the overarching SOCG.
- 7.3 Should the existing building be reused for retail purposes without the need for the grant of planning permission then the package of active travel improvements identified to support the appeal scheme, in particular the new pedestrian / cycle access to the north and associated new toucan crossing of Dereham Road would not be delivered. Further, the potential for the identified wider local community accessibility benefits achieved by the delivery of a new formal north-south active travel route through the site and associated dedicated connecting infrastructure would effectively be lost.

8.0 CONCLUSION

- 8.1 There are no matters of outstanding disagreement between the parties, hence the final formal position of NCCLHA not to object to the proposed development, subject to the scheme being appropriately controlled via the identified highways related planning conditions.

9.0 DECLARATION

- 9.1 This Statement of Common Ground on Highways, Transport and Accessibility matters has been agreed by:

Norfolk County Council

Signed:



Name: Stuart Blake

Date: 19/11/25

Focus Transport Planning (on behalf of Honeyview Investments)

Signed:



Name: Andrew Bell

Date: 19/11/25