



J000420-PoE01c
February 2026

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)

Evidence on Highways and Transport Matters

Andrew Bell BA, MSc, MCIHT, MCILT

Prepared on behalf of:

HONEYVIEW INVESTMENTS

CONTENTS

1.0 INTRODUCTION

- 1.1 Qualifications and Experience
- 1.2 Declaration

2.0 SUMMARY OF POSITION OF HIGHWAYS & TRANSPORT MATTERS

- 2.1 Planning Application Submission and Council / Local Highway Authority Officer Review
- 2.2 Council Planning Committee Resolution
- 2.3 Appellant's Statement of Case to Appeal & Highways Statement of Common Ground
- 2.4 Council Position Following Receipt of Appellant's Statement of Case

3.0 REVIEW OF APPEAL SUBMISSIONS BY THIRD PARTIES

4.0 SUMMARY & CONCLUSIONS

APPENDICES

Appendix APB1	Appeal Scheme Masterplan
Appendix APB2	Appellant's Highways Statement of Case

1.0 INTRODUCTION

1.1 Qualifications and Experience

- 1.1.1 This evidence on Highways & Transport matters has been prepared by Mr Andrew Bell, a founding Director of Focus Transport Planning Ltd (Focus TP). I am a Chartered Transportation Planner, being a member of the Chartered Institute of Logistics & Transport (CILT) and a member of the Chartered Institution of Highways and Transportation (CIHT). I have a degree in Geography (BA Hons) and a Master of Science degree in Transportation Engineering and Planning.
- 1.1.2 I am a Director of Focus TP, a specialist transport planning consultancy based in the Northwest of England. In my role as a Director, I am responsible for the management of the company's technical work. As part of this work, I regularly project manage and contribute to the preparation of a wide variety of Transport Assessments and Environmental Appraisals to support new development.
- 1.1.3 I have worked in the field of transportation planning for over 30 years and my experience ranges from the preparation of detailed Transport Assessments for major residential, commercial, industrial, retail, waste and leisure developments, to the appraisal of new road schemes. I have also prepared traffic and transport sections of Environmental Statements for a variety of projects and coordinate the preparation of Travel Plans for major development sites, including leisure, commercial, residential, retail and employment schemes.
- 1.1.4 My involvement with the appeal scheme, the subject of this Public Inquiry, has been as part of the consultant team commissioned in early 2023 to prepare and submit a planning application to support the proposed food store scheme. This work encompassed preparation of a formal Transport Assessment document, together with a supporting Framework Travel Plan and associated technical plans illustrating the nature of proposed connecting off-site highway works. Following

the submission and subsequent refusal of the planning application, I have had continued involvement with the project.

1.1.5 I have visited the site and have studied the local highway network in detail as part of the preparation of the supporting documents to the planning application.

1.1.6 My evidence should be read in conjunction with the other information included within the Appellant's Statement of Case, the evidence on planning issues prepared by Rawdon Gascoigne of Emery Planning and the evidence on landscape and arboriculture issues prepared by Helen Kirk of FPRC. It should be noted that my proof is intentionally concise in nature, in recognition that a detailed review of the Appellant's position was set out in the Highways Statement of Case document and that the Norwich City Council (NCC - "the Council") has now formally withdrawn its objection and concedes that planning permission should have been granted.

1.2 Declaration

1.2.1 The information that I present to this appeal via this proof of evidence is true and has been prepared in accordance with the guidance of my professional institutions. I therefore confirm that the opinions expressed in the evidence are my true and professional opinions. I confirm that I have no conflicts of interest in the preparation of this evidence.

2.0 SUMMARY OF POSITION OF HIGHWAYS & TRANSPORT MATTERS

2.1 Planning Application Submission and Council / Local Highway Authority Officer Review

- 2.1.1 This evidence document has been prepared to consider highways and transport matters in support of the appeal by Honeyview Investments Ltd (“the appellant”) against the refusal of planning permission by the Council to proposals for a new Class E food store including associated access, car parking, servicing and landscaping (NCC Planning Ref: 23/01615/F) at land off Barnard Road, Norwich. The scheme proposals envisage the demolition of the existing site buildings and the delivery of a new 1,949sqm GIA food store building, to be supported by a new car parking area of 102 car parking spaces and integrated servicing / delivery zone. For ease of reference, a copy of the appeal scheme site plan is included as **Appendix APB1** to this evidence.
- 2.1.2 The appeal scheme is proposed to be supported by a range of connecting off-site highway network improvement works, primarily targeted at improving active travel accessibility and facilitating direct connections to local public transport facilities. This package of works, the details of which are included as Appendix HSoC2 to **Appendix APB2** to this evidence for reference, was developed in direct liaison with the local highway authority (Norfolk County Council - NCCLHA).
- 2.1.3 The planning application for the appeal scheme was originally submitted in December 2023, with the planning application including for a formal Transport Assessment (TA) report (Focus TP Report Ref: J000420-TA01b), which incorporated a Framework Travel Plan (FTP). During the consideration of the planning application, additional highways and transport information was submitted to the Council & NCCLHA (via Focus TP Report Ref: J000420-HTN02a & related technical plans) in response to comments / queries received from the Council, NCCLHA and other interested third parties. This work included a Stage 1 Road Safety Audit for

the proposed new toucan crossing of A1074 Dereham Road to the immediate north of the site.

- 2.1.4 No highways and traffic objections to the application were raised either by Council officers or the Local Highway Authority (NCCLHA), subject to the imposition of suggested conditions.

2.2 Council Planning Committee Resolution

- 2.2.1 Despite the clear technical recommendation provided by officers, the application was subsequently refused by Council members at the 8 May 2025 Planning Committee Meeting, with the formal decision notice identifying two reasons for refusal that directly referenced highways and transport matters, i.e. Reason 3 - Failure to encourage sustainable travel & Reason 4 - Failure to reduce dependency on the private car.

- 2.2.2 No objections were raised by the Council or NCCLHA with respect to highway network operational capacity or safety issues and such matters were not referenced in the Council's stated reasons for refusal.

2.3 Appellant's Statement of Case to Appeal & Highways Statement of Common Ground

- 2.3.1 An appeal against the Council's decision was submitted on 11 November 2025 and as part of appeal procedures, the Appellant's submission included a detailed Statement of Case (SoC) document covering highways, planning and landscape matters. A copy of the Highways Statement of Case (HSoC) document is included as **Appendix APB2** to this evidence for reference, with Appellant's response to the Council's reasons for refusal set out in detail in section 4 to the HSoC and summarised in section 6 to that document.

2.3.2 In addition to the HSoC, the Appellant and NCCLHA liaised to prepare a Highways Statement of Common Ground (HSoCG). This HSoCG confirmed that NCCLHA raises no objections to the appeal scheme and that the proposed package of off-site accessibility improvements was acceptable and had been developed in discussion with NCCLHA officers. The HSoCG also identified that NCCLHA acknowledged the implications of the principle of the retail planning fall back / change of use position associated with the existing site building with respect to the consideration of site related highway network operational effects.

2.4 Council Position Following Receipt of Appellants Statement of Case

2.4.1 Following receipt of the Appellant's SoC submissions and parallel HSoCG, the Council resolved on 15 January 2025, that having reviewed its position, it would not seek to defend the highways related reasons for refusal, subject to agreement of suitable conditions. This position was confirmed by the Council's formal Statement of Case document. The Council have also subsequently confirmed, via the SoCG on planning matters, that it would also not be seeking to defend the remaining two reasons for refusal (Reasons 1 & 2).

2.4.2 The Council has prepared suggested draft conditions, which the Appellant has reviewed. I do not consider that there are any material outstanding concerns with respect to the proposed highways and transport related conditions.

3.0 REVIEW OF APPEAL SUBMISSIONS BY THIRD PARTIES

- 3.1 I am aware that a small number of written submissions have been made to the Appeal by parties other than the Council. These submissions cover a range of issues, including some references to highways and transport related matters. I have reviewed these submissions and would set out my comments regarding those highways and transport comments raised.

Concerns regarding congestion, particularly at Bowthorpe Roundabout. Proposed Store Would Add Hundreds of Vehicles into the Area on a Daily Basis, Potentially Bringing Traffic to a Standstill.

- 3.2 The planning application was supported by a detailed TA report prepared based on an assessment methodology agreed with NCCLHA and referencing contemporaneous traffic survey data, including queue surveys. This data was reviewed by NCCLHA and agreed as being representative of baseline traffic conditions. The TA report identified that the total number of trips attracted to new retail development would not be wholly comprised of trips that are ‘new’ to the immediate local highway network. Indeed, a high proportion of foodstore related trips are ‘non-primary’ in nature (e.g. pass-by or diverted trips), particularly during traditional network peak periods, when customers are less likely to embark on a ‘single purpose’ trip to undertake food shopping. Foodstore trip demand during traditional AM peak ‘rush hour’ periods is also generally low.

- 3.3 The submitted TA report demonstrated that baseline traffic demand on the Barnard Road approach to the roundabout is typically at low levels. Weekday two-way off-peak traffic demand is typically of the order of 300-330 vehicles per hour (or just 5 - 6 vehicles per minute) and less than 200 vehicles per hour on a Saturday. Even traffic demand during the busiest hour (weekend ‘rush hour’ PM peak) was only 413 vehicles per hour (two-way) or less than 7 vehicles per hour. Recorded queuing on the Barnard Road approach arm to the Bowthorpe roundabout is also typically

very low, apart from during short-term surge periods, associated with local employment unit shift changes.

3.4 Notwithstanding the above, the methodology adopted within the TA analyses included for a robust trip demand methodology (50% new trips in weekday PM peak and 70% new trips Saturday peak analysis). Future Year network capacity assessment incorporating forecast general traffic growth and the influence of identified committed local development schemes, demonstrated that the appeal scheme would not result in material operational effects at the adjacent A1074 Dereham Road roundabout and therefore that no additional highway capacity improvements over and above the recently completed A1074 corridor improvements would be required to satisfactorily accommodate development traffic.

3.5 I can therefore only conclude that there is no evidence to suggest that the delivery of the appeal scheme would result in unacceptable or severe local network operational effects or would require specific network capacity mitigation works.

Pedestrian Access to the Appeal Site is Currently Limited & Dangerous

3.6 The appeal scheme proposes a comprehensive package of supporting local improvement works that are specifically designed to enhance active travel accessibility to the appeal site. These proposed improvements have been developed in liaison with NCCLHA and include:

- New walk / cycle link and toucan crossing of A1074 Dereham Road to the north of the appeal site, connecting directly into recently improved walk / cycle infrastructure along this corridor and the nearby travel hub.
- New zebra crossing facility on Barnard Road to the south of the site and new tactile crossing improvements of local side road connections to this route.
- Improvements to crossing points of Chapel Brake Road.

- 3.7 I consider that these proposed works would result in a step change improvement in active travel accessibility to the appeal site and, in parallel, would also deliver wider community accessibility benefits via improved linkages to / from the Bowthorpe employment area, including the provision of a 'missing link' connection to the north linking to New Costessey and Travel Hub facilities.

Need for a suitable cycle parking provision at the site and a need for routes for non-motorised users to the site to be safe, direct & coherent.

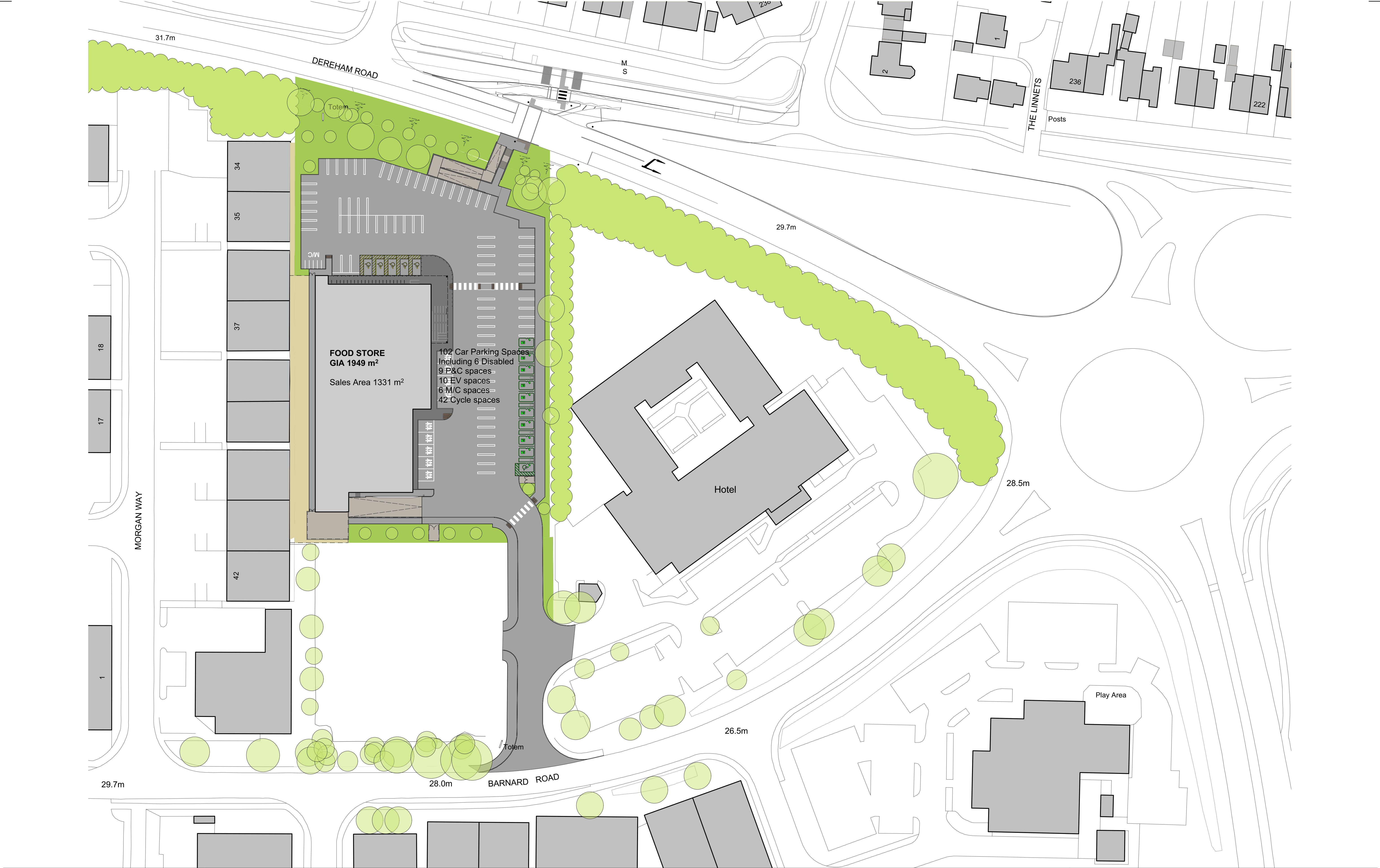
- 3.8 The appeal scheme includes for segregated walk / cycle routes within the site and a dedicated covered cycle parking area, located close to the main store entrance and suitable for the parking of up to 42 cycles. As I have noted elsewhere in my evidence, the appeal scheme would also deliver a package of off-site highway works that specifically seek to enhance active travel accessibility to the site and improve local crossing points of local roads.

4.0 SUMMARY & CONCLUSIONS

- 4.1 Based on a review of all of the available technical evidence, I can only conclude that the proposed appeal scheme, which seeks the comprehensive redevelopment of land off Barnard Road for new food store development, would not result in severe future predicted highway network operational & safety conditions. The proposed development would cater for predominantly local food shopping trips, helping to manage overall journey lengths, whilst delivering opportunities to significantly improve pedestrian and cycle accessibility to the site. The scheme thereby meets the core planning sustainability objectives of promoting the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development, particularly when considered in the light of the site's accepted planning fall-back position, which would allow for food retail use of the existing buildings without supporting network improvements.
- 4.2 I therefore consider there to be no justification for the refusal of the appeal scheme on highway operational performance, safety or transport accessibility grounds, a position supported by the statement of common ground established with NCCLHA and reflected by the Council's withdrawal of highways and transport related reasons for refusal.







NORTH

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P-07

Additional trees added

25.02.25

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P-06

Existing Tree positions updated

29.01.25

DC

CW

P-05

Ramp position amended

05.09.24

DC

CW

P-04

Trees Added Steps/ramp updated following comments

05.08.24

DC

CW

P-03

Layout updated following comments

01.05.24

DC

CW

P-02

Layout updated following comments

17.04.24

DC

CW

P-01

Updated following consultation

21.03.24

DC

CW

P-00

ISSUED FOR PLANNING

18.10.23

DC

CW

Rev.

Description

Date

Drawn

Chk.

Client

Williams Group

Project

Barnard Road
Norwich

Drawing Title

Proposed Site Plan

Drawing Status

PLANNING

Warwick Studio

Brook Hall, Brook Street, Warwick, CV34 4BL

01926 653 444

corstorphine-wright.com

Drawing No.

19408-300

Revision

P-07

Drawn

DC

Checked

CW

Paper Size

A1

Scale

1:500

Date

OCT 23



NORTH

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2.5

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P-07	Additional trees added	25.02.25	DC	CW
P-06	Existing Tree positions updated	29.01.25	DC	CW
P-05	Ramp position amended	05.09.24	DC	CW
P-04	Trees Added Steps/ramp updated following comments	05.08.24	DC	CW
P-03	Layout updated following comments	01.05.24	DC	CW
P-02	Layout updated following comments	17.04.24	DC	CW
P-01	Updated following consultation	21.03.24	DC	CW
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Rev.	Description	Date	Drawn	Chk.

Client
Williams Group

Project
Barnard Road
Norwich

Drawing Title
Proposed Site Plan

Drawing Status
PLANNING

Warwick Studio
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November 2025

Land off Barnard Road, Norwich, NR5 9JB

Construction of a Class E Food Store with
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Highways & Transport Matters: Statement of Case

Andrew Bell BA, MSc, MCIHT, MCILT

Prepared on behalf of:

HONEYVIEW INVESTMENTS

CONTENTS

1.0	INTRODUCTION & MATTERS CONSIDERED IN THIS STATEMENT
2.0	REVIEW OF SITE LOCATION AND RELEVANT PROPOSED APPEAL SCHEME ELEMENTS
2.1	Introduction
2.2	Site Location & Existing Accessibility
2.3	Appeal Scheme Principles & Supporting Highway Improvements
2.4	Fall-Back Position: Class E Conversion
3.0	REVIEW OF TECHNICAL CONSULTATION AND DESIGN LIAISON IN THE DEVELOPMENT OF THE APPEAL SCHEME PROPOSALS
3.1	Context
3.2	Extent of Technical Liaison with NCCLHA
3.3	NCCLHA Formal Response to Planning Application
4.0	RESPONSE TO COUNCIL STATED REASONS FOR REFUSAL
4.1	Introduction
4.2	Response to Reason 3 - Failure to Encourage Sustainable Travel Through Failure to Provide Adequate Infrastructure
4.3	Response to Reason 4 - Failure to Reduce Car Use and Dependency on Private Car
5.0	MATTERS RELATING TO FORMER LIDL STORE AT DRAYTON ROAD
6.0	SUMMARY AND CONCLUSIONS

TABLES (In Statement Text)

Table HSoC1	Bus Services Available from Dereham Road Travel Hub Bus Stops
Table HSoC2	Bus Services Available from Chapel Break Road / Astley Road Bus Stops

FIGURES

Figure HSoC1	Appeal Site Location & Key Local Connecting Active Travel Corridors
Figure HSoC2	1km Practical Walk Catchment from the Appeal Site
Figure HSoC3	2km & 5km Cycle Catchment from the Appeal Site
Figure HSoC4	Enhanced Walking Connections Between New Costessey & Bowthorpe / Chapel Break Delivered By Appeal Scheme
Figure HSoC5	1km Walk Catchment & Segregated Active Travel (Pedestrian) Connections
Figure HSoC6	Comparable Routing Options to Appeal Site from Mayfly Way
Figure HSoC7	Proposed Walking Connections to the Appeal Site from Local Bus Stops

APPENDICES

Appendix HSoC1	Planning Application Scheme Masterplan
Appendix HSoC2	Proposed Package Off Site Works to Support the Appeal Scheme
Appendix HSoC3	Additional Proposed Crossing Works at Chapel Break Road
Appendix HSoC4	Chronology of Appellant / NCCLHA Liaison

1.0 INTRODUCTION & MATTERS CONSIDERED IN THIS STATEMENT

- 1.1 This Statement of Case document has been prepared to consider highways and transport matters in support of the appeal by Honeyview Investments Ltd (“the appellant”) against the refusal of planning permission by Norwich City Council (NCC - “the Council”) to proposals for a new Class E food store including associated access, car parking, servicing and landscaping (LHA Planning Ref: 23/01615/F) at land off Barnard Road, Norwich. The scheme proposals envisage the demolition of the existing site buildings and the delivery of a new 1,949sqm GIA food store building, to be supported by a new car parking area of 102 spaces and integrated servicing / delivery zone. For ease of reference, a copy of the submitted proposed site plan is included as **Appendix HoSC1** to this evidence.
- 1.2 The appeal scheme is proposed to be supported by a range of connecting off-site highway network improvement works, primarily targeted at enhancing active travel accessibility and facilitating direct connections to local public transport facilities. This agreed package of works, the details of which are included as **Appendix HoSC2** for reference, was developed in agreement with the local highway authority (Norfolk County Council - NCCLHA). Indeed, the proposed pedestrian / cycle toucan crossing facility to A1074 Dereham Road to the immediate north of the appeal site has been specifically designed to directly tie into the recently completed Dereham Road improvement works delivered by NCCLHA under the Transforming Cities Fund (TCF), with these connecting scheme details directly reviewed by the NCCLHA Highway Design team responsible for the TCF works.
- 1.3 The planning application for the appeal scheme was originally submitted in December 2023 (validated by the Council on 4 January 2024), with the planning application, including for a formal Transport Assessment (TA) report, which incorporated a Framework Travel Plan (FTP). The TA report was prepared on the basis of a detailed assessment scope & methodology agreed with NCCLHA and informed by a package of bespoke traffic surveys, the scope of which was also tailored via direct discussion with highway authority officers. During the

consideration of the planning application, additional highways and transport information was submitted to the Council & NCCLHA (via Focus TP Report Ref: J000420-HTN02a & related technical plans) to respond to comments / queries received from the Council, NCCLHA and other interested third parties. This work included a Stage 1 Road Safety Audit for the proposed Dereham Road toucan crossing improvements.

1.4 The planning application was considered by Council members at the planning committee meeting of 8 May 2025. No highways and traffic objections to the application were raised either by Council officers or the Local Highway Authority (NCCLHA), subject to a recommendation that the development be delivered and operated to accord with the following highways related conditions:

- No works to be commenced on site until such time as detailed plans of the roads, footway, cycleways, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. All works to be carried out in accordance with approved plans.
- Prior to first occupation / use of the development, visibility splays shall be provided in full accordance with the details indicated on approved plans.
- Development shall not commence until a scheme detailing provision of parking for construction workers has been submitted to and approved in writing by the Local Planning Authority. This scheme to be implemented throughout the construction period.
- 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.
- 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.

- No works above slab level shall commence on site unless otherwise agreed in writing until detailed drawings for the off-site highway improvement works have been submitted to and approved in writing by the Local Planning Authority. Prior to the first occupation of the development these off-site highway improvement works shall be completed to the written satisfaction of the Local Planning Authority.
- 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.

1.4.1 The Council planning officer's report to Planning Committee concluded the following with respect to highways and transport matters:

“142. The highway authority does not object to the development and support the delivery of a new Toucan crossing on Dereham Road where crossing demand is currently evident from observed trodden tracks across the highway verge adjacent to the site. Following engagement with the highway authority, the applicant has produced an accepted package of off-site highway improvements to support active and sustainable travel to the site from the wider community. A number of conditions are recommended to secure the necessary highways elements.

143. The on and off-site highway measures proposed provides enhanced active travel measures to the site which are more appropriate to the use proposed. They encourage public transport use and provide significant improvement to pedestrian and cycle access to and through the site and in particular within the wider employment area. The measures in turn help to reduce dependency on private car usage to access the site. The development proposed is therefore considered to broadly comply with the provisions of policy GNLP2, bullet 3 of policy DM1, DM28 and paragraphs 110, 115 and 117 of the National Planning Policy Framework 2024.”

- 1.4.2 Despite this clear technical recommendation, the application was subsequently refused by Council members at the 8 May 2025 Planning Committee Meeting, with the formal decision notice (dated 16 May 2025) identifying two reasons for refusal that directly referenced highways and transport matters, viz:

“3. The proposals fail to encourage sustainable travel through a failure to provide adequate infrastructure to support and prioritise access to the site by non-car modes contrary to policies DM1 bullet 3 and DM28 of the Development Management Policies Local Plan 2014, part 1 of policy 2 of the Greater Norwich Local Plan 2024 and paragraphs 110, 115 and 117 of the National Planning Policy Framework 2024.

4. The proposals fail to reduce car use and as a consequence fail to reduce dependency on the private car contrary to policy DM1 bullet 3 of the Development Management Policies Local Plan 2014.”

- 1.4.3 It is noted that no objections to the application scheme were raised by the Council or NCCLHA with respect to highway network operational capacity or safety issues and such matters are not referenced in the Council’s stated reasons for refusal. At the time of writing - it remains wholly unclear what the evidential basis was for the conclusions that permission should be withheld. Nor is it clear what other measures members wished to see or why the information presented to the local highway authority was considered to be inadequate.
- 1.4.4 This document has therefore been prepared to address the Council’s core stated traffic and highways reasons for refusal (i.e. failure to deliver adequate non-car infrastructure & failure to reduce dependence on the private car) and will demonstrate that there is no material justification for the refusal of the appeal on these grounds. This position will be established through an audit of the locational sustainability of the site, a review of the comprehensive package of sustainable transport works proposed to support the appeal scheme, including how these works were developed in direct liaison with the local highway authority NCCLHA, and consideration of the wider accessibility benefits delivered by the appeal scheme.

1.4.5 The remainder of the document is divided into a further four sections as outlined below:

- A review of the appeal site location, key proposed on-site elements and the extent & nature of the off-site works proposed to support the appeal scheme.
- A review of the extent of technical consultation and design liaison carried out to identify the final package of proposed supporting off-site active travel improvements.
- Response to the Council's stated reasons for refusal.
- Summary and conclusions.

1.4.6 The statement ultimately concludes that the appeal scheme is well sited for the use proposed, so as to allow access via range of sustainable travel modes and that there would be no barriers to access to the site using active travel or from nearby public transport facilities. Indeed, the package of highways and transport measures proposed to support the appeal scheme would deliver active travel connectivity improvements that would benefit the wider community, providing new 'missing link' connections between local residential and employment zones and formalising existing informal walking routes. Evidence in this statement will also demonstrate that under the existing fall-back position, the existing appeal site buildings could realistically be re-used for alternative food retail based development, without the requirement for the delivery of the comprehensive package of highway improvements proposed to support the appeal scheme. The appellant's submissions on planning matters will demonstrate that such a re-use option is a realistic and more than theoretical alternative option to the appeal scheme and therefore the fall-back position represents a material consideration that needs to be given significant weight.

1.4.7 Based on all of the available technical evidence, it is concluded that the Council's highways and transport related reasons for refusal are not substantiated and that

there is no justification for the refusal of the appeal scheme on the grounds of failing to deliver adequate sustainable transport infrastructure, or that the or the proposals have not been designed to encourage reduced dependence on the private car.

2.0 REVIEW OF SITE LOCATION AND RELEVANT PROPOSED APPEAL SCHEME ELEMENTS

2.1 Introduction

2.1.1 A detailed description of the appeal site location and existing access arrangements are set out in sections 3 & 4 of the formal Transport Statement (TS) document prepared to support the original planning application (Document Ref: J000420-TA01b). The following paragraphs provide a summary of the key points identified by the TA report with respect to baseline site accessibility, including relevant updates to reflect contemporary public transport services and frequencies.

2.2 Site Location & Existing Accessibility

2.2.1 The appeal site is located to the western edge of the built-up area of Norwich and is currently occupied by a large building used for the 'Namco Funscape' family leisure development (bowling and amusement arcade), associated landscaping areas and car parking.

2.2.2 Pedestrian, cycle and vehicle access to the site is currently via a private access road connection, shared with an adjacent hotel development (Brook Hotel - currently not open to the public), connecting to the local industrial access road of Barnard Road. No formal access or connections are available to the immediate north of the site via Dereham Road, albeit site visits have identified that an informal walking route from the site, up the embankment with Dereham Road, appears to be being used by some members of the public, suggesting a demand for north-south active travel trip movements.

2.2.3 To the west of the application site access, Barnard Road provides local cul-de-sac access to a range of employment and industrial premises forming part of the Bowthorpe Employment Area. To the east of the site access connection junction, Barnard Road provides a direct link to the Wendene roundabout (circa 175m between the site access and roundabout entry point). The Wendene roundabout is

a circa 70m diameter 5-arm priority roundabout accessed by Barnard Road, A1074 Dereham Road (east & west approaches), Wendene and Breckland Road. A1074 Dereham Road is a key east-west distributor road route linking Norwich town centre to the east with the A47 Norwich southern bypass to the west and serves a number of local communities including New Costessey and Earlham. Wendene is an important district distributor road serving the local residential areas of Clover Hill and Bowthorpe.

Local Walking & Cycling Connections

2.2.4 A wide range of local foot, cycle and public transport connections are available within the immediate local catchment of the appeal site, a number of which have been recently upgraded to provide a high standard of provision as part of the Dereham Road and Mayfly Way improvement schemes. Existing local active travel connections to the site include the following:

- *Barnard Road* - minimum circa 1.8m - 2.0m wide footway route to the site-side of the route to the west, ultimately linking to Mayfly way, approximately 430m from the appeal site access to Barnard Road. No tactile dropped crossing points are available at side road crossings or at the appeal site access junction. The extent of adopted highway boundary is such that further widening / improvement of this western section of Barnard Road is not possible without the need for land in third party control. Barnard Road also offers a segregated footway connection towards Wendene to the west, requiring the crossing of Barnard Road adjacent to site access junction (no tactile dropped crossing point). Additional footway connections are available from Barnard Road to the south towards Bowthorpe & Clover Hill (via Chapel Break Road) via two formally adopted routes (Mayfly Way and path opposite Morgan Way) and an unadopted route from Jarrold Way - see **Figure HSoC1**.
- *Mayfly Way* - recently upgraded (2024) segregated walk / cycle route linking Bowthorpe to western sections of Dereham Road. Recent route improvements included provision of a two-way cycle track along its length, 'tiger' crossing

points of Barnard Road & Chapel Break Road (including traffic calming) and a cycle priority crossing of Harpsfield to connect to the wider cycle route connections. The route terminates to the north at Dereham Road, approximately 330m to the northwest of the appeal site, at a recently upgraded traffic signal-controlled crossing facility. To the southwest, Mayfly Way offers connecting onward links via Hawkmoth Way, Dragonfly Way & Grasshopper Way (see **Figure HSoC1**). These routes offer convenient ‘off-road’ walking & cycling routes linking to nearby residential areas within Bowthorpe & Clover Hill.

- *Dereham Road* - recently upgraded (2024 / 2025) east-west segregated walk / cycle route between Longwater & Earlham, delivered as part of a wider TCF funding package. Works included new segregated walk / cycle route, improved side road crossing points, new at-grade walk / cycle crossing of Dereham Road to east of Wendene roundabout and new ‘travel hub’ facility with supporting bus priority works off Breckland Road to the immediate north-east of the appeal site. As noted above, at present there is no direct connection from Barnard Road or the appeal site to Dereham Road other than via footpath links via Wendene to the east or Mayfly Way to the west. The current arrangements mean that existing pedestrian access from the centre of the appeal site to the new travel hub located off Breckland Road requires a circa 600m walk, including the need to cross Barnard Road (via an uncontrolled crossing), Wendene (via an uncontrolled crossing) and Dereham Road (via an underpass or traffic-signal controlled crossing). The appeal scheme proposals, which include for a new toucan crossing point of Dereham Road to the appeal site’s northern frontage (see section 2.3 to this document) would therefore reduce this walk distance to the travel hub to around 400m and only require the crossing of Dereham Road (at the proposed new toucan crossing).

Local Public Transport Connections

- 2.2.5 The closest bus stops to the application site are located on Breckland Road / A1074 Dereham Road to the immediate northeast of the Wendene Roundabout. These stops have recently been upgraded (shelters, live service information, etc.) to form

a travel hub facility delivered as part of the Dereham Road TCF works. This travel hub is typically served by four buses per hour to / from Norwich city centre and directly serving the local residential areas of North Earlham, Costessey and New Costessey as summarised in the table below (routes details / frequency as at 01/08/25):

Table HSoC2.1: Bus Services Available from Dereham Road Travel Hub Bus Stops

Service	Route	Mon-Sat / Sun Daytime Frequency
23 'Red Line'	Longwater - Costessey - City Centre - Heartease	1 per hr day & 1 per hr eve / 1 per hr day & 1 per hr eve / 1 per hr day & 1 per hr eve
24 / 24A 'Red Line'	Queens Hill - Longwater - Costessey - City Centre - Heartease - Thorpe St Andrew	3 per hr day & no eve service / 2 per hr day & no eve service / No Sunday service

2.2.6 These improvements substantially enhance the accessibility of the local area and underscore the suitability of the appeal site as a location for the use proposed.

2.2.7 Connections to other local bus services are available at nearby bus stops at Chapel Break Road / Astley Road to the south of the appeal site (a circa 400m walk, using an adopted footpath link between Barnard Road & Chapel Break Road). These stops are characterised by a simple 'flagpost' stop with bus-boarder kerb at Chapel Break Road and a flagpost, passenger shelter and bus-boarder kerb stop at Astley Road and are typically served by five buses per hour to Norwich city centre and offering other local connections to Conney, Bowthorpe, Clover Hill and West Earlham.

Table HSoC2.2: Bus Services Available from Chapel Break Road / Astley Road Bus Stops

Service	Route	Mon-Sat / Sun Daytime Frequency
21 / 21A 'Orange Line'	N&Nu Hospital - Bowthorpe - West Earlham - City Centre - Fiddlewood - Old Catton	3 per hr day & 1 per hr eve / 3 per hr day & 1 per hr eve / 2 per hr day & 1 per hr eve
26A 'Blue Line'	Bowthorpe - University - Earlham Road - City Centre - Rail Station	2 per hr day & no eve service / 2 per hr day & no eve service / No Sunday service

- 2.2.8 These local public transport services cover much of the core local residential areas that would represent a local 10-minute drivetime car trip catchment and therefore are considered to represent a realistic and practical alternative option to private vehicle use, if deciding to travel to a new food store at the appeal site.
- 2.2.9 Based on the above review, it is considered that the appeal site benefits from a strong baseline active travel and public transport accessibility position, a situation that was highlighted by the Council planning officer in the report to committee, albeit it is accepted that there is a clear need to connect the site directly to the Dereham Road corridor to the north. This northern ‘missing link’ is considered relevant not just for the successful future accessibility of the appeal scheme but also for encouraging wider local community active travel journeys, as currently there is no formal north / south walking connection between New Costessey and the Bowthorpe Employment Area between Richmond Road and to the east of the Wendene roundabout - a distance of over 650m between crossing points. This low frequency of available north-south connections likely currently acts as a potential barrier for active travel trips, especially local employment related trips, and has resulted in an informal walking route being established across the site frontage at Dereham Road.
- 2.2.10 The implications of the delivery of a new northern active travel connection is illustrated in predicted walk / cycle catchments to the appeal site, assuming that a formal walking link to Dereham Road was available. **Figure HSoC2** Illustrates a 1km walk catchment, considered a reasonable proxy for regular walking trips to a local food store, and **Figure HSoC3** illustrates the extent of 2km and 5km cycle catchments. This exercise demonstrates that a new food store at the appeal site, if supported by appropriate active travel connections, would lie within a practical short walking distance for residents of New Costessey, Bowthorpe, Chapel Break & parts of Clover Hill and within a realistic cycle journey of much of the eastern built-up area of Norwich. This represents a significant benefit of the scheme.

2.3 Appeal Scheme Principles & Supporting Highway Improvements

- 2.3.1 The appeal scheme envisages the demolition of existing buildings and the delivery of a new food store building of 1,949sqm along with ancillary car parking and landscaping. The proposed store is anticipated to primarily serve a local catchment, including the nearby residential areas of Chapel Break, Bowthorpe, Clover Hill and New Costessey, but could also be expected to attract ‘pass-by’ trips associated with existing journeys on both the adjacent Dereham Road and Wendene distributor road corridors and trips to / from the Bowthorpe Employment Area. The appeal scheme was amended during the planning application consultation period in response to comments from stakeholders to include for 102 car parking spaces (6 disabled, 9 parent & child and 10 EV spaces), representing a reduction in proposed site parking supply from the 120 spaces originally proposed.
- 2.3.2 In addition to the food store building and associated car park / delivery areas, the appeal scheme would provide 42 cycle parking spaces at a covered and visible location close to the main store entrance. Additional staff cycle storage would be also possible within the main building, in non-public areas of the store. It is also proposed that the final site operator would implement a Travel Plan at the site to encourage maximum staff and customer trip making using sustainable alternative travel modes to the private car. A copy of a Framework Travel Plan, setting out likely travel initiatives to be pursued, was included as part of the planning application documents (Appendix TA9 to the Planning Application TA report).
- 2.3.3 The appeal scheme also identifies a package of off-site highway network improvement works, primarily targeted to support and encourage active travel journeys to / from the site and to improve connections to local public transport facilities. These improvements are illustrated on the plans included in **Appendix HSoC2** to this report and include for works to both the Dereham Road corridor to the north of the site and the Barnard Road corridor & other connecting routes to Chapel Break Road to the south. These works are supported by the delivery of a continuous 3m wide walk / cycle corridor through the site, connecting between

Dereham Road to the north and Barnard Road to the south. Key elements of the identified off-site work package are as follows:

Dereham Road Corridor

- New toucan crossing facility of Dereham Road and adjacent bus gate lane at the northern site frontage, allowing direct connection to recently delivered segregated walk / cycle corridor. The design of the proposed crossing feature was informed by direct discussions with NCCLHA as delivery agents for the wider Dereham Road TCF improvements and has been subject to a Stage 1 Road Safety Audit (RSA1) review.
- Connecting ramp / steps feature (within site) from the site car parking area to proposed new Dereham Road crossing point. Ramp designed to meet minimum requirements to allow for access by disabled / mobility impaired users.

Barnard Road Corridor

- 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 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 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.
- 2.3.4 A further pedestrian connection link towards the site (Jarrold Way - Chapel Break Road) is available, however, this does not represent an adopted walking route and the land associated with this path is not in the ownership of NCCLHA. It would therefore not be to directly improve this walking corridor, however, the appellant has indicated, that it would be prepared to deliver additional crossing improvements at the connection point of this unadopted route to Chapel Break Road, if considered appropriate by the Inspector. The nature of such improvements are illustrated in drawing ref: J000420-SK505 to **Appendix HSoC3** and would include for a) management of existing boundary vegetation to the northern side of Chapel Brake Road, to improve sightlines from the crossing point, b) introducing tactile crossing dropped kerbs, c) minor re-shaping of the central traffic island to improve pedestrian refuge width. Discussions with officers of NCCLHA have identified that the LHA would be supportive of the principle of any such improvement.
- 2.3.5 Delivery of the above identified package of off-site works, in combination with the 3m segregated north - south walk / cycle corridor through the site as part of the site masterplan arrangements, would deliver a new direct active travel connection between Dereham Road and Barnard Road, thereby addressing the identified 'missing link' between New Costessey and Bowthorpe residential and employment

areas. The appeal scheme would therefore offer wider local community accessibility benefits, in addition to simply improving connections to / from the food store itself.

2.4 Fall-Back Position: Class E Conversion

2.4.1 Irrespective of any fall-back position in terms of the lawful reuse of the existing building, my assessment of the appeal proposals is that they are wholly acceptable in transportation terms.

2.4.2 Nonetheless, as set out in the appellant's planning evidence, 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 at the site to be converted into a food store or other retail use, without the need for planning permission. The fall-back plans submitted in Emery Planning's Statement of Case show three fall-back scenarios; one for a single unit, one with a larger unit and a smaller unit and one with two equally sized units. It is understood that the Council accept this technical fall-back position as representing a realistic redevelopment option for the site and this material consideration was reported to members at the May 2025 planning committee meeting.

2.4.3 The identified fall-back back position is considered to be of relevance to the consideration of the highways and transport implications of the appeal scheme in two main ways:

- Any additional traffic demand associated with the site associated with conversion of the existing building to retail land use could take place without any attendant highway or accessibility improvements and therefore any wider network operational and safety effects resulting from such a change in use, would not need to be directly addressed by the site operator. It is also relevant to note that the existing building is significantly greater in size than the appeal scheme (3,258sqm existing building, when compared to 1,949sqm proposed new food store building). There is therefore the potential that the appeal site

could lawfully generate even greater levels of traffic movements than predicted for the appeal scheme.

- Thus, any retail re-use of the existing building could be delivered without the need for the implementation of the package of active travel improvements specifically identified to support the appeal scheme, in particular the new pedestrian / cycle access to the north and associated new toucan crossing of Dereham Road. Under such fall-back site re-use circumstances, 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.

2.4.4 Both of these matters are plainly directly relevant to the consideration of the Council's reasons for refusal, which appear to have been determined without any recognition of the fall-back position in respect of highways and transport matters. As set out further in this evidence, it is considered that the Council's position fails to recognise the potential for much greater site accessibility and the encouraging of greater use of sustainable alternative travel modes to the private car that the appeal scheme offers, when compared to the baseline / fall-back position of re-use of the existing building for similar food retail purposes.

3.0 REVIEW OF TECHNICAL CONSULTATION AND DESIGN LIAISON IN THE DEVELOPMENT OF THE APPEAL SCHEME PROPOSALS

3.1 Context

3.1.1 The technical assessment of the appeal scheme and the identification and design of the package of off-site highway improvements to support the proposals, was informed via detailed liaison with the key local highways and transport stakeholder organisation, NCCLHA. This liaison was initiated at the earliest stage of the project (feasibility and scoping, i.e. pre-application) by the appellant and continued throughout the planning application process, including post the formal submission of the planning application itself. The following paragraphs set out a summary of this liaison process and reviews the NCCLHA response to the appeal scheme.

3.2 Extent of Technical Liaison with NCCLHA

3.2.1 **Appendix HSoC4** sets out a chronology of the discussions & correspondence between the appellant's design team and NCCLHA officers. This review demonstrates that officers indicated at an early stage that NCCLHA was generally supportive of the principle of a new northern active travel connection from the site, including toucan crossing of Dereham Road, and provided 'work in progress' plans of the, at that time, emerging Dereham Road TCF scheme, to assist in ensuring the best integration of the crossing scheme into these works. NCCLHA officers were also briefed as to the package of traffic surveys proposed to be undertaken by the appellant to inform the TA analysis and were consulted directly when developing the package of active travel measures to the south of the site via Barnard Road.

3.2.2 Key elements of the highways and transport liaison process are as follows:

- *March 2023* - Appellant submits TA scoping note to NCCLHA as part of formal pre-application request, in line with NCCLHA pre-application scoping procedures.

- *April 2023* - NCCLHA provide response to pre-application information and confirms that proposed scope of TA network analysis and required traffic survey work is acceptable.
- *June 2023* - Appellant shares collected baseline traffic survey data with NCCLHA, to highlight key trends and to confirm core study methodology assumptions and extent of technical assessment work.
- *July 2023* - NCCLHA confirms details of other committed development schemes to be considered in TA network assessment work. NCCLHA provide copy of 'work in progress' details for Dereham Road TCF works to allow appellant to design appropriate connecting works to the appeal site.
- *August 2023* - NCCLHA formally respond to proposed TA methodology and identify requirement for consideration of supporting active travel works south of the appeal site.
- *December 2023* - Appellant formally submits planning application to NCC.
- *March 2024* - NCCLHA provides initial formal planning application consultation response to NCC, highlighting the need to further consider pedestrian and cycle connectivity to the site to the south.
- *March 2024* - Appellant and NCCLHA meet to discuss principles of necessary improvement package to south of site (Barnard Road and connecting links to Chapel Break Road). NCCLHA confirms extents of adopted highway ownership along the Barnard Road corridor to assist the review of options.
- *May 2024* - Appellant submits plans of active travel improvements to Barnard Road. NCCLHA accept the principle of these supporting highways works, subject to validation of Barnard Road traffic conditions via traffic speed / volume survey and incorporation of suggested minor design details.

- *June 2024* - Appellant submits Technical Note HTN02a to NCCLHA to set out details of supporting work and to formally present the speed / volume survey analysis. HTN02a also includes response to comments on application as submitted by Norwich Cycle Campaign.
- *June 2024* - NCCLHA provide detailed 'as built' scheme drawings of Dereham Road TCF works, to allow appellant design team to prepare more detailed scheme for proposed toucan crossing scheme and connecting on-site ramp.
- *August 2024* - Appellant provides detailed layout plans for proposed Dereham Road toucan crossing, alongside supporting RSA1 and Designers Response report.
- *September 2024* - Appellant updates Dereham Road toucan crossing plan including for alternative traffic signal-controlled crossing of adjacent bus gate lane (rather than proposed 'tiger' crossing) at request of NCCLHA.
- *December 2024* - NCCLHA provide formal highways consultation response to the planning application to NCC.

3.2.3 It is therefore clear that the appellant has engaged in significant consultation discussions with the key highways and transport stakeholder over the full planning application process, including pre-application feasibility. Indeed, the final appeal scheme presented to Council members, included for additional off-site works, agreed with NCCLHA and tailored to directly respond to identified active travel requirements to serve the scheme and to address existing wider local network deficiencies. At the time of determination there was no outstanding request for either further information, nor any additional mitigation measures. As I note above - I remain unclear as to what exactly members are seeking in relation to the reasons for refusal in transportation terms, and would question the reasonableness of their approach.

3.3 NCCLHA Formal Response to Planning Application

3.3.1 NCCLHA ultimately did not raise any technical objections to the appeal scheme. Three formal written responses were provided by NCCLHA to the Council during the planning application consultation process, viz:

- *15 March 2024* - Preliminary review of the application scheme proposals and holding response requesting that the appellant consider additional active travel works to the south of the site.
- *6 September 2024* - Interim response identifying those submitted amendments to the application scheme that addressed initial NCCLHA points of concern and identifying that further detailed design work for the Dereham Road crossing was being prepared by the appellant in liaison with NCCLHA.
- *11 November 2024* - Confirmation of the NCCLHA raised no objection to the appeal scheme with respect to highways and transport matters, subject to imposition of range of standard conditions.

3.3.2 The 11 November 2024 NCCLHA consultation response concluded:

“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.”

3.3.3 Both of the Council’s highways and transport reasons for refusal (reasons 3 & 4) of the appeal scheme are therefore considered to be in direct contradiction to this clearly identified NCCLHA position.

4.0 RESPONSE TO COUNCIL STATED REASONS FOR REFUSAL

4.1 Introduction

- 4.1.1 This section of the statement considers in detail the Council's formal stated highways and transport related reasons for refusal (reasons 3 & 4 to the Council's decision notice) and the appellant's response. As identified in section 1 to this statement, the reason for refusal wording stated in the formal planning decision notice is as follows:

“3. The proposals fail to encourage sustainable travel through a failure to provide adequate infrastructure to support and prioritise access to the site by non-car modes contrary to policies DM1 bullet 3 and DM28 of the Development Management Policies Local Plan 2014, part 1 of policy 2 of the Greater Norwich Local Plan 2024 and paragraphs 110, 115 and 117 of the National Planning Policy Framework 2024.

4. The proposals fail to reduce car use and as a consequence fail to reduce dependency on the private car contrary to policy DM1 bullet 3 of the Development Management Policies Local Plan 2014.”

- 4.1.2 In both cases the reasons for refusal are considered to contradict the clear written advice provided to Council members by both the Council's own planning officer and NCCLHA.

4.2 Response to Reason 3 - Failure to Encourage Sustainable Travel Through Failure to Provide Adequate Infrastructure

- 4.2.1 The text of stated Council reason 3 provides no meaningful detail as to the specific sustainable transport deficiencies that Council members considered to be of sufficient concern to constitute a formal reason for refusal. It has therefore been necessary to review the recording of the May 2025 Council planning committee meeting, in order to better identify the matters of main concern raised by members at that time. This suggests the following:

- Concern over the general accessibility of the appeal site by sustainable forms of the transport from origins to the south, i.e. connections from 'Greater Bowthorpe', including reference to perceived poor standard of existing crossing infrastructure on Wendene in the vicinity of both the Wendene roundabout and junction of Wendene / Chapel Break Road.
- Concerns regarding the safety and attractiveness of cycle use on Barnard Road and that alternative access via Mayfly Way or Butterfly Way would be too long and therefore discourage cycle access to the appeal scheme.
- Concerns over pedestrian access to the appeal site from local bus stops at both the Dereham Road travel hub and Chapel Break Road.

4.2.2 Each of these matters will be considered in turn.

Concern over general accessibility to the site using sustainable travel modes from the south, i.e. link from 'Greater Bowthorpe'.

4.2.3 As identified in section 2.3 to this statement, the appeal scheme includes for a range of supporting off-site active travel improvements to the south of the appeal site, primarily focusing on Barnard Road, but also including some works on Chapel Break Road, in order to provide improved onward connections into neighbouring Bowthorpe residential areas. This package of works was discussed directly with NCCLHA and followed a feasibility review which investigated the ability to incorporate extended segregated cycle facilities within available highway land boundaries.

4.2.4 A key element of the appeal scheme proposals is the improvements to the walking connection to Bowthorpe using the segregated footpath route between Barnard Road and Chapel Break Road (connecting to Barnard Road opposite Morgan Way and Chapel Break Road, near to the junction with Astley Road). Enhancements of this route would include new tactile paving dropped crossing facilities at relevant crossing points and proposed zebra crossing and associated speed table at Barnard

Road. This walking connection allows for direct links to the Bowthorpe local highway network and, via Astley Road, would provide comprehensive wider segregated walking / cycle connections across the Bowthorpe residential area via Hawkmoth Way to the east, Dragonfly Way to the south (via Montgomery Close) and Grasshopper Way to the west. These wider connections are illustrated in **Figure HSoC4** to this statement and it is clear that these links offer an excellent network of onward traffic-free walking routes to key immediate residential areas to the appeal site.

- 4.2.5 This key central walking connection to the south of the appeal site is supplemented by further walking options from Barnard Road to Chapel Break Road using either the segregated walk / cycle route of Mayfly Way to the west or the unadopted footpath route from Jarrold Way to Chapel Break Road to the east.
- 4.2.6 It is also worth noting that the delivery of the proposed new toucan crossing facility to the north of the appeal site would also directly link the food store scheme to the recently improved Dereham Road walk / cycle corridor and in so doing, provide opportunities for fully segregated walk / cycle connections to the Clover Hill residential area, through Bowthorpe Park via Butterfly Way. This route includes for controlled crossing opportunities of the Dereham Road corridor to either side of the Wendene roundabout.
- 4.2.7 This comprehensive nature of this wide range of connecting segregated active travel routes is such that there is little requirement for regular pedestrian journeys to / from the appeal site from Bowthorpe to need to utilise the Wendene road corridor or pass through the two specific junctions of concern highlighted by Council members. Indeed, the design of the Bowthorpe & Clover Hill residential areas is such that pedestrians are clearly encouraged to utilise the network of segregated walking routes for their journeys in preference to the Wendene distributor road corridor, which is a route that provides limited active development frontage and, as a consequence, has no direct footway provision along much of its western side.

- 4.2.8 **Figure HSoC5** to this statement demonstrates that the majority of the local 1km walk catchment to the appeal site would be better served by formal segregated walking routes through Bowthorpe, connecting to Barnard Road via the proposed improved pedestrian linkages, than access via Wendene. It is therefore not considered appropriate or necessary for the appeal scheme to deliver additional funded active travel improvements at junctions or crossing points on Wendene. It also relevant to note that at no point during the planning application process did NCCLHA highlight any requirement for the appellant to consider pedestrian access to the appeal site via these locations, with NCCLHA ultimately concluding in their consultation response to the Council, that the proposed package of connecting active travel works to support the appeal scheme would appropriately support sustainable travel to the site from the wider community.
- 4.2.9 Furthermore, it is important to note that the proposed package of active travel improvements to be delivered by the appeal scheme, could be expected to offer opportunities for improved wider general sustainable transport access from Greater Bowthorpe, via the provision of a new direct walk / cycle connection between Bowthorpe and New Costessey, alongside associated improved links to, and within, the Bowthorpe Employment Area. These infrastructure improvements may encourage local residents to utilise active travel modes for other additional local journeys, over and above trips directly to / from the food store appeal scheme. This is particularly likely to be the case for trips from New Costessey to the Bowthorpe employment area, as the appeal scheme would deliver a key missing active travel link connecting these areas.

Concerns regarding safety and attractiveness of cycle use on Barnard Road and that alternative access via Mayfly Way or Butterfly Way would be too long and therefore discourage cycle access to the appeal scheme.

- 4.2.10 During the May 2025 planning committee meeting discussions, some Council members raised concerns that Barnard Road did not represent a suitable route for regular cycle use, due the route corridor being too busy and regularly used by HGV traffic, thereby potentially representing a barrier to cycle access to the appeal site

from the south. The appellant does not agree with this position and it is considered that Barnard Road represents a reasonable cycle route to / from the site, particularly for use by a confident cyclist. Whilst it is acknowledged that the route is utilised by commercial traffic from the local businesses to the Bowthorpe Employment Area and can become busier during key 'rush hour' periods, the route is typically quite lightly trafficked across the majority of the day and is very quiet during evening and weekend periods.

4.2.11 As part of the planning application assessment process, detailed traffic survey work was undertaken on Barnard Road during both June 2023 and June 2024 for the approach section to the Wendene roundabout (i.e. the busiest section of this cul-de-sac route). Review of this survey work demonstrated that:

- Weekday off-peak traffic demand on Barnard Road was of the order of 300-350 vehicles per hour (vph) two-way, (or, on average, just 5-6 vehicles per minute) and on Saturdays less than 200vph (or less than 3 vehicles per minute) and Sundays less than 100vph (less than 2 vehicles per minute).
- Average vehicle speeds recorded on the route in the vicinity of the proposed zebra crossing location were under the prevailing 30mph speed limit.
- Two-way traffic demand for the June 2023 weekday traffic survey (07:30-19:30) demonstrated that only 6.0% of all traffic movements on Barnard Road were related to OGV1 / OGV2 trips, with van demand at 24.4% and car trips 67.9%. Weekend (Saturday) OGV1 / OGV2 demand represented just 3.4% of all traffic movements and van trips 16.5%.

4.2.12 Even traffic demand recorded during the busiest survey hour (weekday PM peak 'rush hour') only demonstrated two-way demand at 413 vehicles per hour (two-way) or less than 7 vehicles per minute. Such surveyed traffic levels, which could be expected to be slightly higher than for the majority of the section of Barnard Road between the application site and Mayfly Way to the west (the most likely regular section of route used for cycle connections to the appeal site), do not

suggest the potential for high levels of cycle user / vehicle conflict or the likelihood of material difficulties for pedestrians to find opportunities to cross the route.

- 4.2.13 It is therefore not considered that the Barnard Road corridor demonstrates characteristics that suggest that it would represent any sort of a real-world barrier to safe active travel access to / from the appeal site. Indeed, for the majority of weekday periods, the route is lightly trafficked. Furthermore, the route's generally straight horizontal alignment is such that visibility between road users is generally good, which is likely reflected by the fact that just one accident incident has been recorded over the full length of the route over the most recent available five-year search period (2019 - 2023).
- 4.2.14 Notwithstanding the above conclusions that existing operating conditions on Barnard Road would not preclude safe active travel use, it is noted that a number of alternative segregated cycle routes are available that would offer a practical, high-standard, cycle option for access to the appeal site from the south. In particular, the potential for access via Mayfly Way to the west and Butterfly Way to the east is highlighted, with both routes providing direct connections to the Dereham Road TCF walking / cycling infrastructure, and thus future access to the appeal site via the proposed new toucan crossing at the site's northern (Dereham Road) frontage. Whilst these connecting routes are slightly less direct when compared to a journey via a connection along Barnard Road itself, the additional distance is not considered significant for cycle users. For example, it is noted that a cycle journey from the Mayfly Way connection point to Barnard Road to the front door of the proposed food store would only represent a circa 160m additional length journey via Dereham Road (740m travel distance), when compared to access via Barnard Road (580m travel distance) - see **Figure HSoC6**. At a modest average cycle travel speed of circa 12mph, this would represent an additional travel time of less than one minute. It is not considered that such a marginal potential increase in journey time is likely to represent a material deterrent to the decision to undertake a cycle trip to / from the appeal site, particularly as the longer route corridor would be fully segregated from other vehicular movements.

- 4.2.15 Given the above review of issues, it is considered that there is no evidence to conclude that the appeal scheme is not capable of being safely accessed from the south by active travel and there is no requirement for the provision of additional cycle improvement measures to support the scheme, over and above the package of works already proposed by the appellant.

Concerns over pedestrian access to local bus stops at both the Dereham Road travel hub and Chapel Break Road.

- 4.2.16 During planning committee discussions, some Council members expressed concern that existing local bus stops were not easily accessible to the appeal scheme, due to a perceived poor standard of pedestrian linkages and crossing points. In particular members raised concerns about staff or visitors accessing the store from the Dereham Road bus hub needing to utilise uncontrolled crossing points at the Wendene roundabout.
- 4.2.17 These member comments appear to have been raised based on existing highway infrastructure and did not take account the package of active travel improvements proposed by the appellant to support the delivery of the appeal scheme - which were developed to specifically address these deficiencies. In the case of the Dereham Road travel hub (served by regular 'red-line' bus services), the proposed toucan crossing to be implemented as part of the appeal scheme would provide a direct connection to the Dereham Road walk / cycle route, thereby delivering a new convenient, direct and safe segregated pedestrian connection from the appeal site to the travel hub (see **Figure HSoC7**). There would no requirement for public transport users of travel hub stops to need to access the appeal site via Wendene & Barnard Road.
- 4.2.18 Similarly the proposed package of active travel measures to the south of the site would directly improve pedestrian accessibility to the bus stops at Chapel Break Road / Astley Road (served by 'orange line' & 'blue line' bus services), via the delivery of improved crossing facilities at Chapel Break Road, new tactile dropped

kerb crossing points at Jarrold Way and the new zebra crossing facility on Barnard Road (see **Figure HSoC7**).

- 4.2.19 It is therefore considered that the appeal scheme offers good opportunities to encourage staff and visitor public transport access to the proposed new food store, with the site lying within circa 400m of two sets of local stops served by regular frequency bus services and with connecting pedestrian routes to these stops to be improved to a high standard.
- 4.2.20 Based on the above review of issues, it is considered that there is no reasonable justification for refusal of planning permission for the appeal scheme on the grounds of failure to encourage sustainable travel and inadequate sustainable transport infrastructure. In practice, it is clear that the appeal scheme would deliver a comprehensive package of local improvements that could address existing relevant local inadequacies, improve direct connections to the appeal site and enhance wider local community active travel accessibility via the delivery of a key missing link in provision. This proposed package of improvements has been accepted by NCCLHA, who have formally stated that they consider that the works suitable to support active and sustainable travel to the site from the wider community.
- 4.2.21 In addition it is also important to recognise that, as a consequence of the Class E land-use planning fall-back position associated with the existing appeal site buildings, the appeal site could be utilised for food retail land use in future, without any requirement for additional substantive planning consent or the delivery of any of the proposed supporting sustainable transport works. This clearly represents a material consideration when reviewing the Council's reason for refusal, which fails to acknowledge this planning fall-back position and therefore effectively prioritises the potential for a higher intensity (larger floorspace) food retail option at the site, over the appeal scheme, a scenario that would also not deliver any of the active travel benefits proposed to be delivered by the appeal proposals.

4.3 Response to Reason 4 - Failure to Reduce Car Use and Dependency on the Private Car

4.3.1 Council reason 4 is predicated on the Council's position that the appeal scheme would 'fail to reduce car use and as a consequence fail to reduce dependency on the private car' and therefore be contrary to Local Plan Development Management Policy DM1 bullet point 3.

4.3.2 It is important to review the wording of the referenced policy and understand the context in which it operates. Bullet point 3 of policy DM1 states the following:

"Subject to the detailed policies which follow, development proposals will be expected (through their design, configuration, visual appearance, location, means of access and spatial and functional relationship to existing uses and facilities), to:

3. help to combat the effects of climate change and achieve national and local carbon reduction targets by making the most efficient practicable use of resources, minimising the overall need to travel, reducing dependency on the private car and high-emission vehicles and ensuring ease of access to facilities and services for all users both now and in the future;"

4.3.3 Supporting explanatory text to policy DM1 also notes the following:

"This plan seeks to ensure that sustainable development can be delivered for the long-term, ensuring that the potentially harmful impacts of new building and new uses and activities can be reduced, the quality of the built and natural environment raised, environmental and heritage assets protected and the wider advantages of growth made available to all sectors of the community rather than disproportionately favouring particular groups or sectors (such as only being available to those who have access to a car). For this plan to be effective, all parties in the development process are expected to ensure that new development is sustainable, delivering benefits for the community now but not compromising the ability of future generations to continue to reap those benefits" (para 1.7).

"No single development proposal is likely to deliver benefits equally in all areas, however by setting out a small number of key criteria setting out the expectations for all new development, policy DM1 seeks to ensure

that these aspects are fully taken into account. The requirements of policy DM1 should be balanced through the development process and the council will expect all relevant development to take account of them.” (para 1.9).

- 4.3.4 It is therefore clear that the stated DM1 policy does not require new development to result in an overall reduction in total car trip making across a locality or the city as a whole, rather the policy seeks to encourage the principle of the delivery of sustainable development, that a) minimises the overall need to travel and, b) reduces dependency on access by the private car. It is the appellant’s view that the appeal scheme achieves both of these critical key policy objectives, as set out below.

Minimising Overall Need for Travel

- 4.3.5 When reviewing the discussions at the planning committee meeting that precipitated the reason for refusal, it is clear that Council members took the view that the opening of a new food store at the appeal site would, by definition, generate an increased demand for travel in the local area and therefore result in increased car trip making. This position is considered misguided, as it effectively assumes that the opening of a new food store stimulates the demand for additional food-shopping over and above the baseline position experienced prior to the opening of the new store. In practice this is not the case, as a new food store does not, in and of itself, generate an increased overall demand for food consumption and therefore food shopping trips. Indeed, as set out in the TA report prepared to support the planning application, research has demonstrated that most trips associated with a new food store represent either:

- *‘Pass-by’ & ‘Diverted’* trips to the site - i.e. trips already present on the local road network which would turn into, and visit the site, as part of another journey. The appeal scheme site is considered to be very well located to capture demand associated with such existing passing movements, being located adjacent to the Dereham Road and Wendene distributor road corridors

-
- *‘Transfer trips’* - food retail trips that would already be on the network travelling to alternative food store sites, but which would in future travel to the new store instead. In many instances this transfer effect would reflect customers deciding to transfer custom to a new store as it is more convenient, with this decision often reflecting the opportunity for reduced travel time or journey distance.
- 4.3.6 Clearly some ‘new’ trips to a food store can be experienced in locations where a new store is to be provided to directly support new housing development / employment growth, etc, where the store would serve an effectively ‘new’ demand within the catchment, but, in practice, for new stores delivered within existing community catchments, wholly ‘new’ trip movements (i.e. trips not already using the local network), are limited.

Failure to Reduce Dependency on Access by the Private Car

- 4.3.7 Furthermore, it should be acknowledged that the delivery of an additional new food retail offer within an existing community catchment provides the opportunity for more local / shorter travel distances to a food store, thereby increasing the potential for increased food retail related trip making by sustainable or active travel modes. The opening of a new store at the appeal site would deliver increased potential for residents of New Costessey, Bowthorpe and Chapel Hill to make a future food store related trip by walking, cycling or by public transport travel modes - by virtue of delivering a new store that would be a shorter travel distance to many residential properties than existing local store options, some of which may currently require a car journey to access. This is considered particularly relevant with respect to residents of the New Costessey area, who would benefit from a new local food store site and further supplemented by the potential for direct active travel access to the store, via the proposed new toucan crossing of Dereham Road.
- 4.3.8 As set out earlier in this statement, the appeal scheme proposals would also be supported by a comprehensive package of on-site and off-site highways and

transport measures and the implementation of travel plan initiatives to increase the attractiveness of the use of sustainable travel modes to access the site for staff and customer journeys. It is considered that these measures are entirely suitable to meet the key requirements of the DM1 policy and to deliver a sustainable local food store scheme at the appeal site. Furthermore, the package of proposed supporting local highway works would directly address existing local sustainable transport network deficiencies and deliver an important local missing active travel link, connecting New Costessey to eastern parts of the Bowthorpe Employment Area. It is expected that the new through north-south walk / cycle connection between Dereham Road and Barnard Road would deliver the opportunity for new local community sustainable transport trip making and minimise the demand for car travel for local journeys, directly in accordance with the principles of Policy DM1 bullet point 3. As previously noted, NCCLHA have confirmed that the LHA considers that the proposed supporting network improvement measures would be suitable to support active and sustainable travel to the site from the wider community. The Council's subsequently identified reason for refusal is therefore in direct contradiction to this key stakeholder position.

- 4.3.9 Importantly, the Council's position with respect to reason for refusal 4 must also be considered in the light of the established planning fall-back position for the site, i.e. that the existing Class E building at the site could be re-used for larger floorspace food retail land use in the future, without any requirement for additional substantive planning consent, or the delivery of supporting sustainable transport improvements. It is therefore obvious that the appeal scheme proposals would represent a clear betterment position, when compared to this fall-back position, when viewed in terms of future car traffic demand conditions at the site, due to the range of sustainable transport improvements that would be on offer. The Council's reason for refusal fails to acknowledge this fall-back position and therefore effectively prioritises the potential for a less sustainable scheme at the appeal site, which would not deliver any of the active travel benefits associated with the appeal proposals.

5.0 MATTERS RELATING TO FORMER LIDL STORE AT DRAYTON ROAD

- 5.1 The appellant's Planning Statement of Case prepared by Emery Planning makes reference to the former Lidl Store at Drayton Road, which closed in April 2023 and which has subsequently been re-occupied for non-food business land use (Co-op funeral services). It is understood that Lidl relinquished the Drayton Road site as it represented a very small store unit (less than half the store GFA of the proposed Dereham Road scheme) and therefore unable to meet the requirements of the modern Lidl retail offer without significant expansion. The physically constrained nature of the Drayton Road site was such that it would not have been possible to deliver a meaningful increase in store size, without the site becoming materially deficient in car parking supply. For example, expansion of the Drayton Road store building to a typical modern Lidl store size of circa 1,900sqm GFA, would effectively have resulted in the new building taking up virtually all of the practical site area, with no opportunity for customer car parking - a situation that would be self-evidently unacceptable in planning and highway terms.
- 5.2 It is understood that Lidl have now committed to a new store at an alternate nearby site, as part of the expansion of the existing retail park at Sweet Briar Road - this scheme being subject to a live Reserved Matters application. This alternative site allows for the delivery of a modern Lidl store scheme (1949sqm GFA - identical to the appeal site) and provides a suitable level of on-site car parking (shared with the adjacent retail park). The Sweet Briar Road site is located circa 4.4 miles from the appeal site at Dereham Road and therefore would serve a different local catchment area - lying well outside the walking catchment for the Dereham Road appeal site and to the very northeastern fringe of its 5km cycle catchment.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 This Statement of Case document has been prepared to consider highways and transport matters in support of the appeal by Honeyview Investments Ltd (“the appellant”) against the refusal of planning permission by Norwich City Council (NCC - “the Council”) to proposals for a new Class E food store including associated access, car parking, servicing and landscaping at land off Barnard Road, Norwich. The scheme proposals envisage the demolition of the existing site buildings and the delivery of a new 1,949sqm GIA food store building, to be supported by a new car parking area of 102 spaces and integrated servicing / delivery zone. As part of the development proposals the scheme is also to be supported by a package of connecting off-site highway network improvement works, which have been discussed and agreed with the Local Highway Authority and would deliver connectivity improvements that would benefit the wider community, including providing a ‘missing link’ between local residential and employment zones and formalising existing informal walking routes.
- 6.2 The scheme was refused planning permission by the Council in May 2025, with the formal decision notice identifying two highways and transport related reasons for refusal, both of which are in direct contradiction to the clear written advice provided to Council members by both the Council’s own planning officer and the Local Highway Authority (NCCLHA).
- 6.3 The appellant’s response to these reasons for refusal is as follows:
- ‘Failure to provide adequate infrastructure to support and prioritise access to the site by non-car modes’*
- 6.4 The appeal scheme is to be supported by a comprehensive package of connecting off-site highway network improvement works, which are primarily targeted at enhancing active travel accessibility and facilitating direct connections to local public transport facilities. These works include:

- A range of supporting off-site active travel improvements to the south of the appeal site, primarily focusing on Barnard Road, but also including some works on Chapel Break Road, to provide improved onward connections into neighbouring Bowthorpe residential areas. This package of works has been discussed & designed directly with NCCLHA and followed a feasibility review which investigated the ability to incorporate extended segregated cycle facilities within available highway land boundaries. The appellant has also identified, via this statement, that further additional local pedestrian accessibility works to improve pedestrian connections from Chapel Break could also be provided as part of the final package of works to support the appeal scheme.
- A new direct active travel connection to the north, including a segregated controlled crossing of Dereham Road and linking directly to the recently completed Dereham Road improvement works (new active travel route and new travel hub bus stops) delivered by NCCLHA under the Transforming Cities Fund (TCF). These connecting scheme details have been directly reviewed and agreed with the NCCLHA Highway Design team responsible for the TCF works.

6.5 In combination, these proposed supporting works would deliver high quality and convenient active travel links to the appeal site and could also be expected to offer opportunities for improved wider general sustainable transport access from Greater Bowthorpe, via the provision of a new direct walk / cycle connection between Bowthorpe and New Costessey, alongside associated improved links to, and within, the Bowthorpe Employment Area. These infrastructure improvements may encourage local residents to utilise active travel modes for other additional local journeys, over and above trips directly to / from the food store site. This is particularly likely to be the case for trips from New Costessey to the Bowthorpe employment area, as the appeal scheme would deliver a key missing active travel link connecting these areas, the need for which is already evidenced by existing observed informal walking routes.

- 6.6 Ultimately the Council's reason for refusal provides little detail as to the specific sustainable transport deficiencies that Council members considered to be of sufficient concern to constitute a formal reason for refusal and is inconsistent with the position of NCCLHA, who have formally stated that they consider that the appeal proposals to be suitable to support active and sustainable travel to the site from the wider community.

Response to Reason: 'Failure to Reduce Car Use & Dependency on the Private Car'

- 6.7 The appeal scheme is considered to meet the key policy objectives for encouraging sustainable development and minimising car use. The delivery of a new foodstore at the appeal site would deliver a highly accessible development, which is well located to capture demand associated with existing passing trips using the Wendene and Dereham Road distributor road corridors, as well as directly serving the New Costessey locality and parts of Bowthorpe, thereby helping to reduce the need for, and distance of, travel as part of a food shopping trip. The opening of a new store at the appeal site would also deliver increased potential for residents of New Costessey, Bowthorpe and Chapel Hill to make a future food store related trip by walking, cycling or by public transport travel modes - by delivering a new store in a location that would be a shorter travel distance to many residential properties than existing local store options, some of which may currently require a car journey to access. Furthermore, the delivery of the proposed new active travel 'missing link' between New Costessey and Bowthorpe & the Bowthorpe Employment Area will deliver opportunities for wider local community sustainable transport based trip making, thereby minimising the need for car travel for such local journeys.

Implications of the Established Planning Fall Back Position

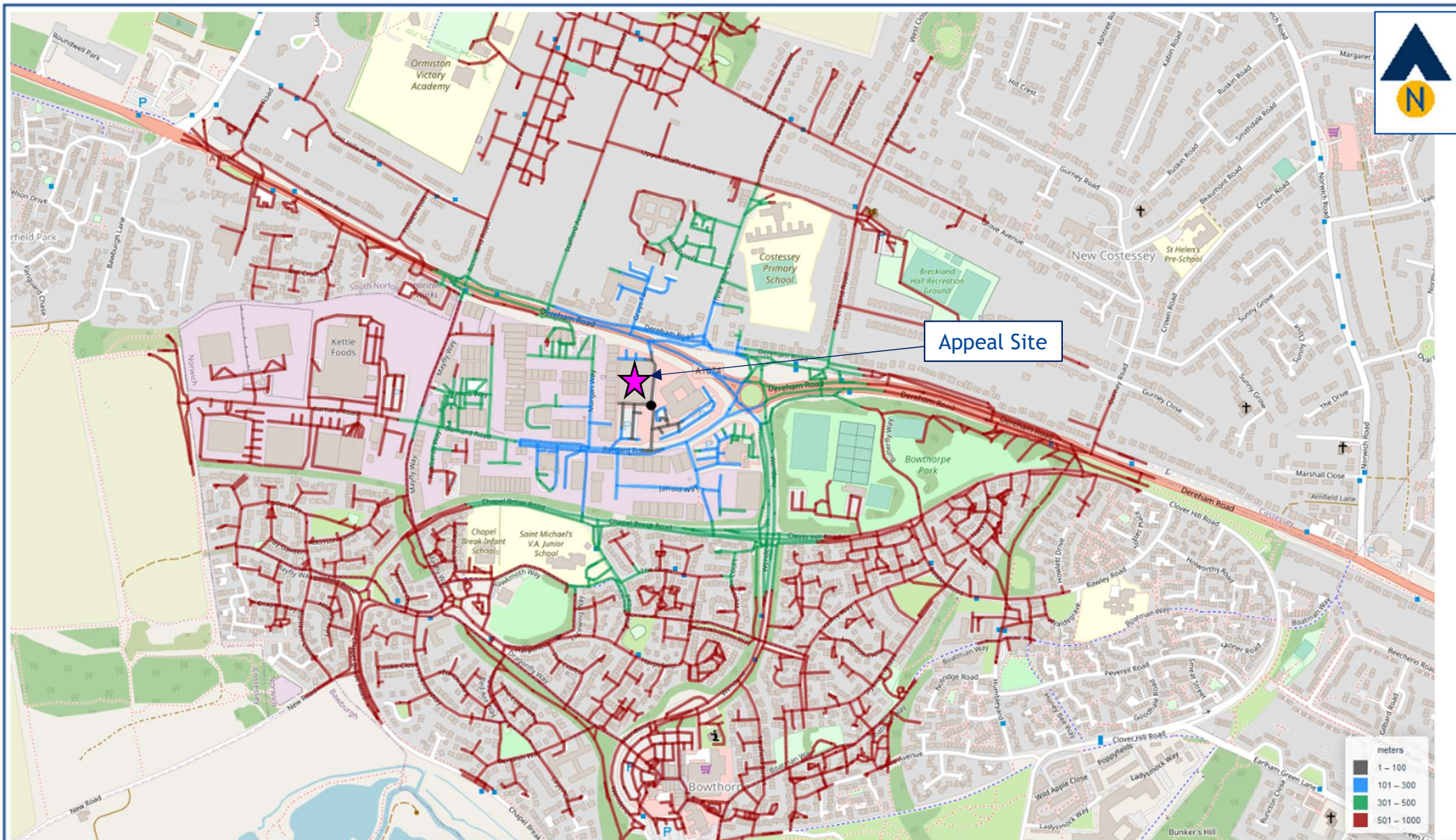
- 6.8 It is also highly pertinent to note that neither of the Council's reasons for refusal take due cognisance of the of the planning fall-back position for the appeal site, i.e. that the existing Class E building at the site could be re-used for larger floorspace food retail land use in the future, without any requirement for additional substantive planning consent, or the delivery of supporting sustainable

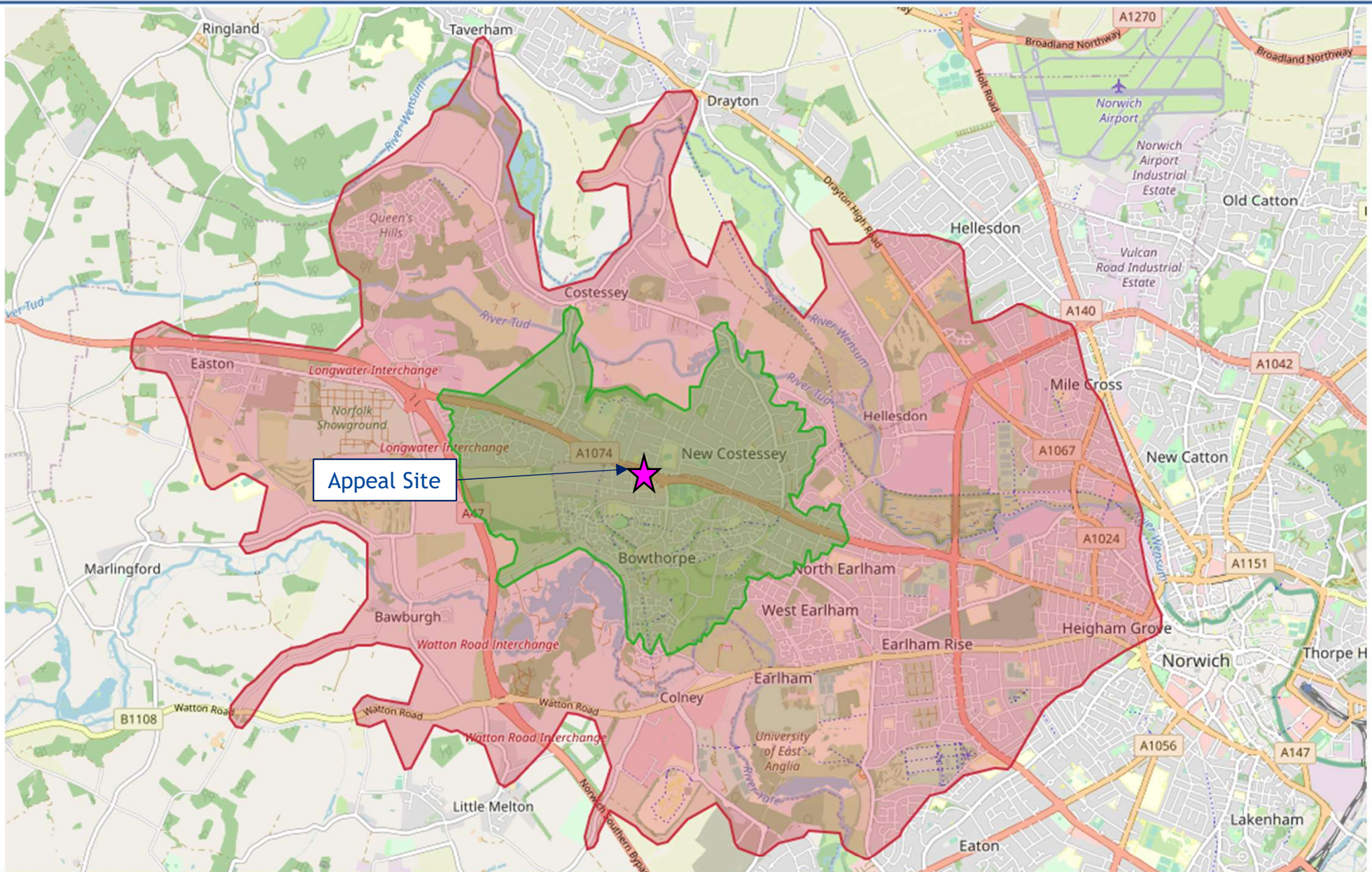
transport improvements. It is understood that the Council accept this technical fall-back position as representing a realistic redevelopment option for the site and this material consideration was reported to members at the May 2025 planning committee meeting.

- 6.9 The appeal scheme proposals would represent a clear betterment position when compared to the implications of this fall-back position, when viewed in terms of future car traffic demand conditions at the site, due to the range of sustainable transport improvements that would be delivered. By refusing the planning application, Council members failed to acknowledge the implications of this fall-back position and effectively prioritised the potential for a higher intensity (larger floorspace) less sustainable food retail option at the site, a scenario that would not deliver any of the active travel benefits associated with the appeal proposals.
- 6.10 Ultimately, based on all of the available technical evidence, it is concluded that the Council's highways and transport related reasons for refusal cannot be substantiated and that there is no justification for the refusal of the appeal scheme on the grounds of failing to deliver adequate sustainable transport infrastructure, or that the or the proposals have not been designed to encourage reduced dependence on the private car.

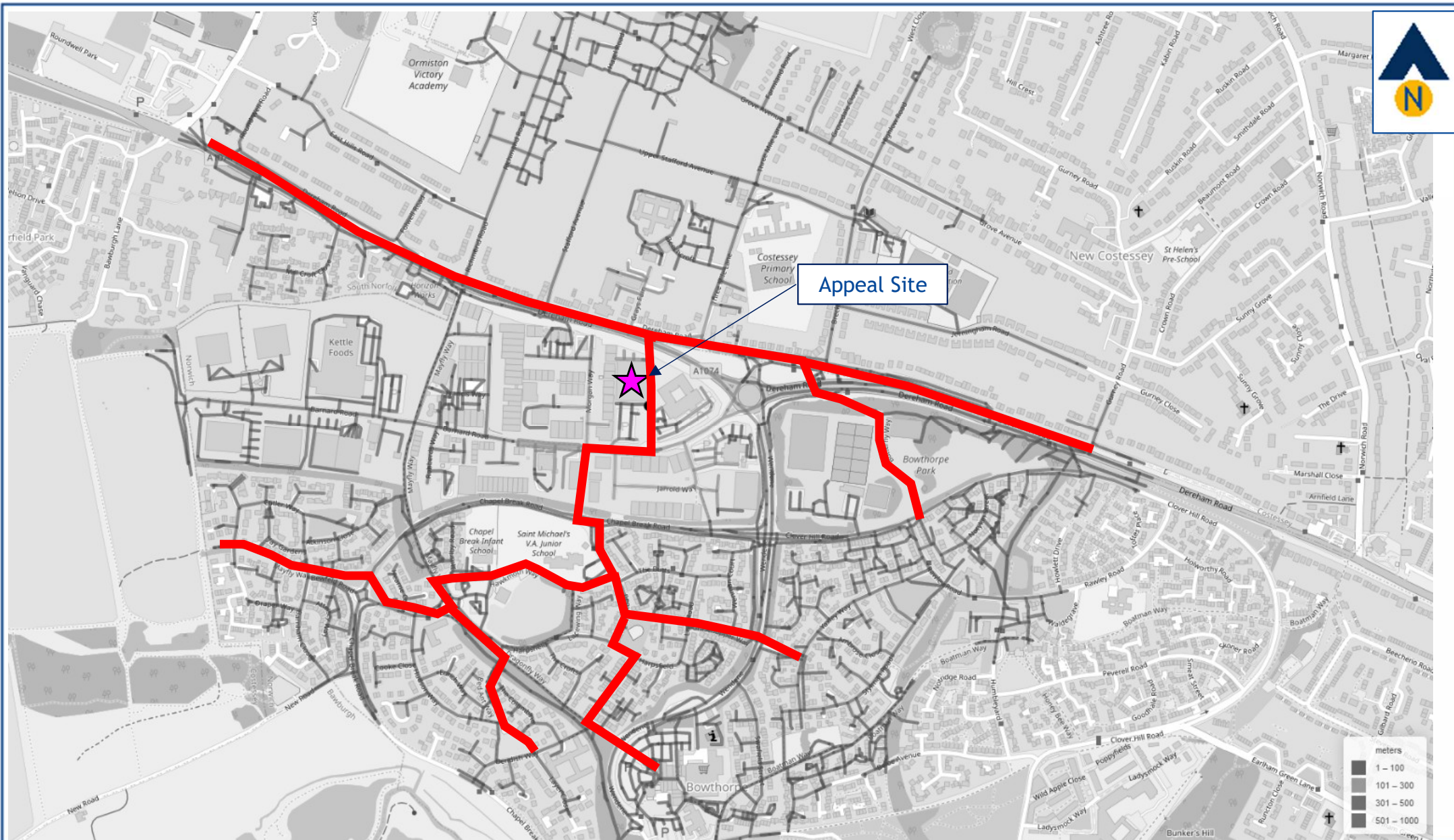


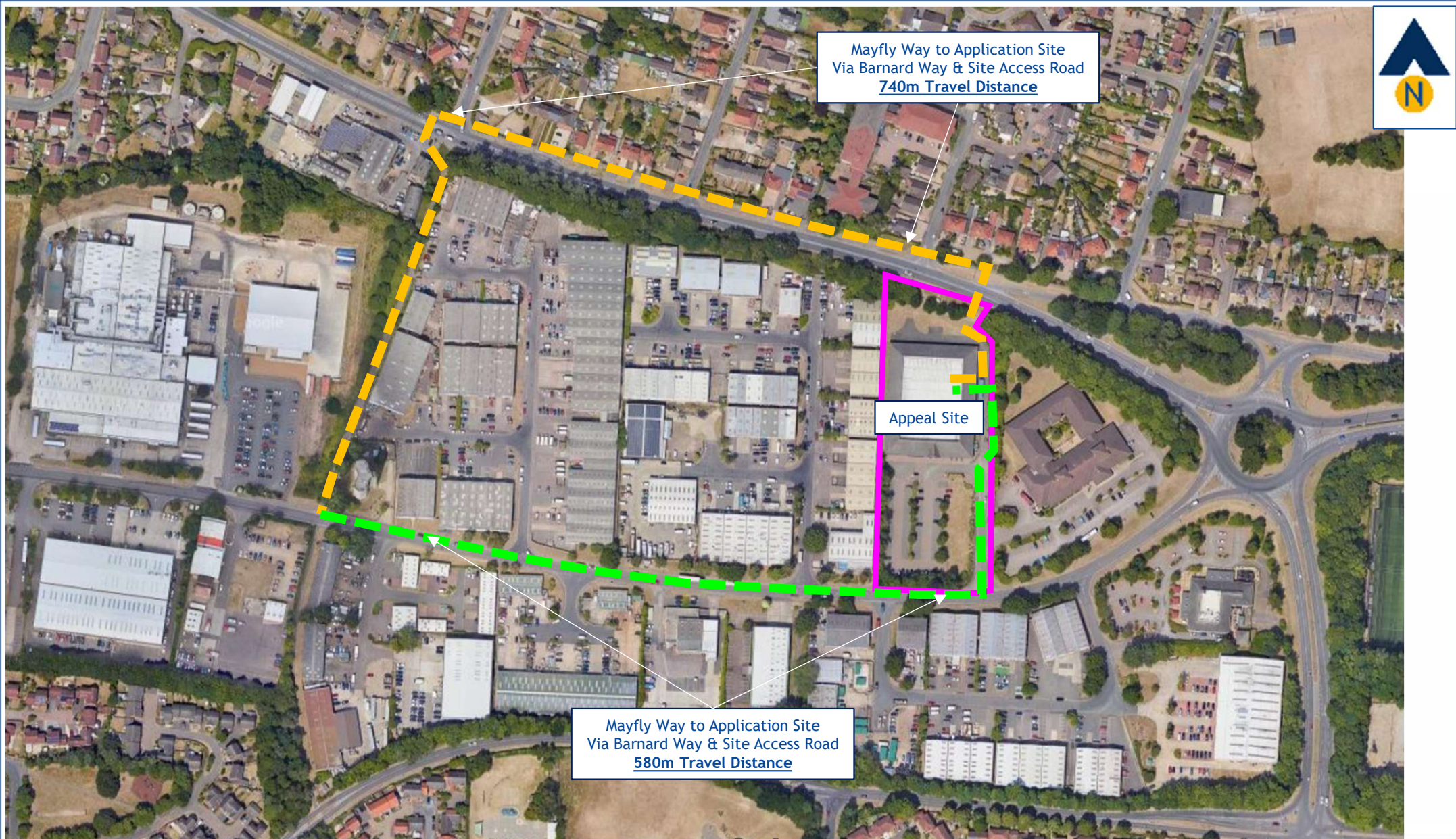


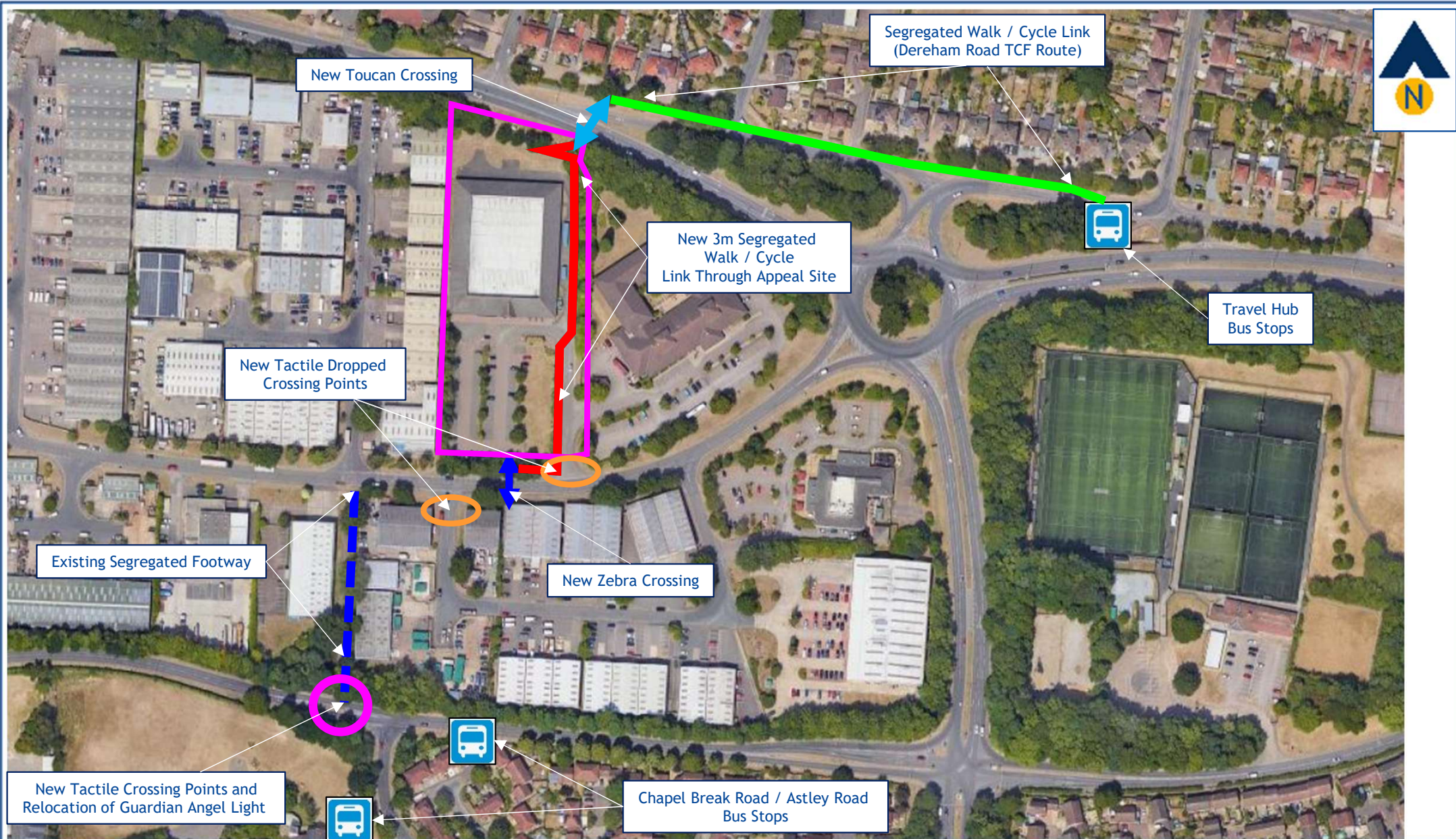


















NORTH

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P-07	Additional trees added	25.02.25	DC	CW
P-06	Existing Tree positions updated	29.01.25	DC	CW
P-05	Ramp position amended	05.09.24	DC	CW
P-04	Trees Added Steps/ramp updated following comments	05.08.24	DC	CW
P-03	Layout updated following comments	01.05.24	DC	CW
P-02	Layout updated following comments	17.04.24	DC	CW
P-01	Updated following consultation	21.03.24	DC	CW
P-00	ISSUED FOR PLANNING	18.10.23	DC	CW
Rev.	Description	Date	Drawn	Chk.

Client
Williams Group

Project
Barnard Road
Norwich

Drawing Title
Proposed Site Plan

Drawing Status
PLANNING

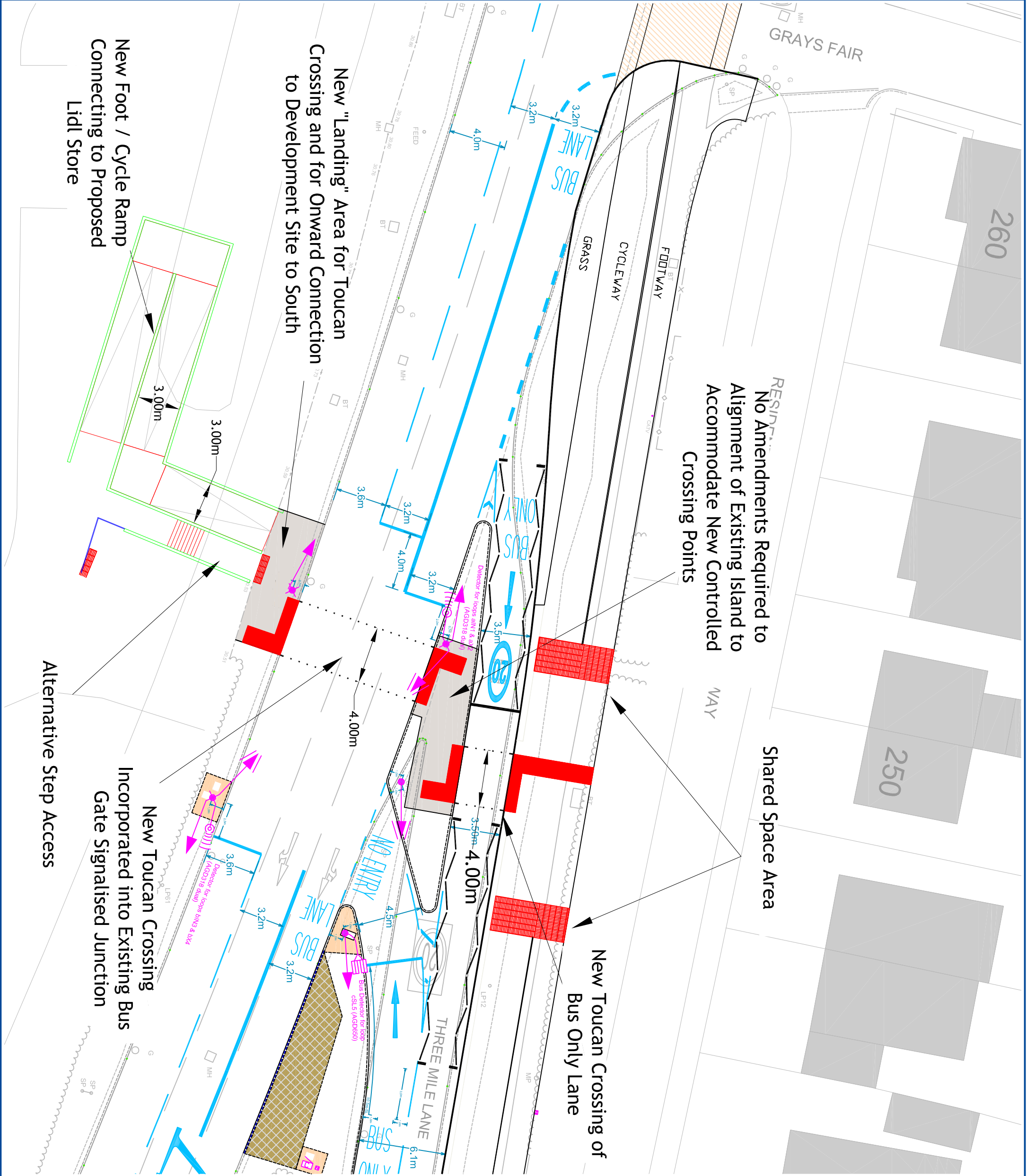
Warwick Studio
Brook Hall, Brook Street, Warwick, CV34 4BL
01926 653 444
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Drawing No.
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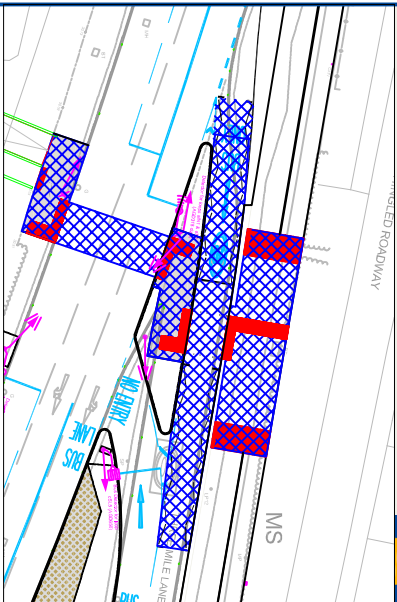
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Revision
P-07





Revision:	02.08.24
A Footpath Connection to South Added And Incorporation of NCC TCF Travel Hub	
B Scheme Construction Drawing Details	27.08.24
C Location of Footpath Connection to South in Light of Road Safety Audit Comments	
D Parallel Crossing Changed to Toucan Crossing Following RSA1 & LHA Comments	17.09.24



Anticipated Extent of Crossing Works Within the Public Highway

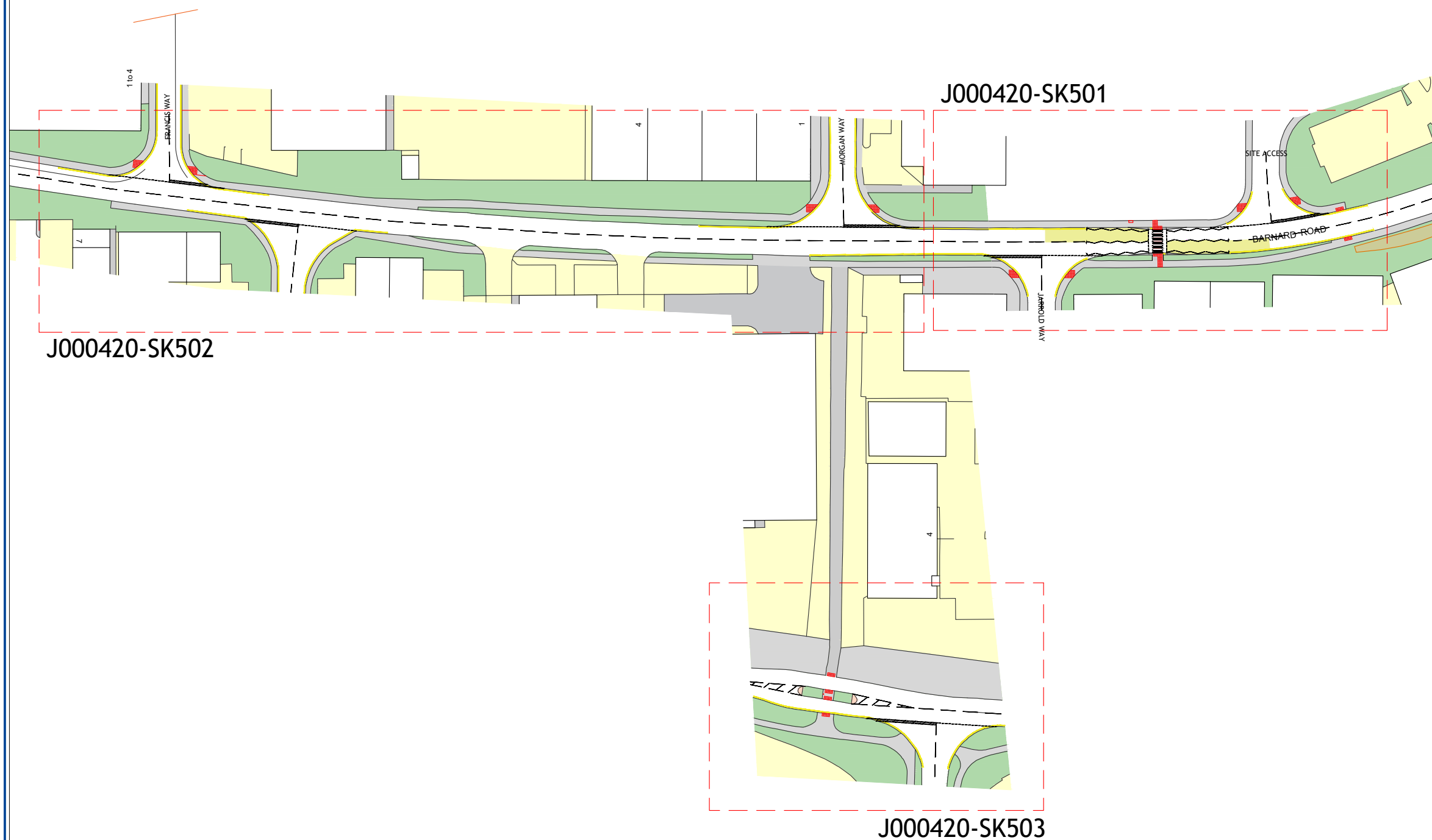
NOTE:- Proposed Traffic Signal Design of Toucan Crossings to be Considered at Detailed Design Stage

Client:	Honeydew Investments
Project:	Land at Barnard Road, Norwich Proposed New Discount Food Store
Drawing Title:	Pedestrian / Cycle Crossing Integration into NCC Travel Hub Western Bus Gate Scheme - OPTION 1
Drawing Number:	J000420-SK001
Revision:	C
Date:	04.08.23
Scale:	1:250 (A3)
Drawn By:	MH
Checked By:	APB
Status:	Information

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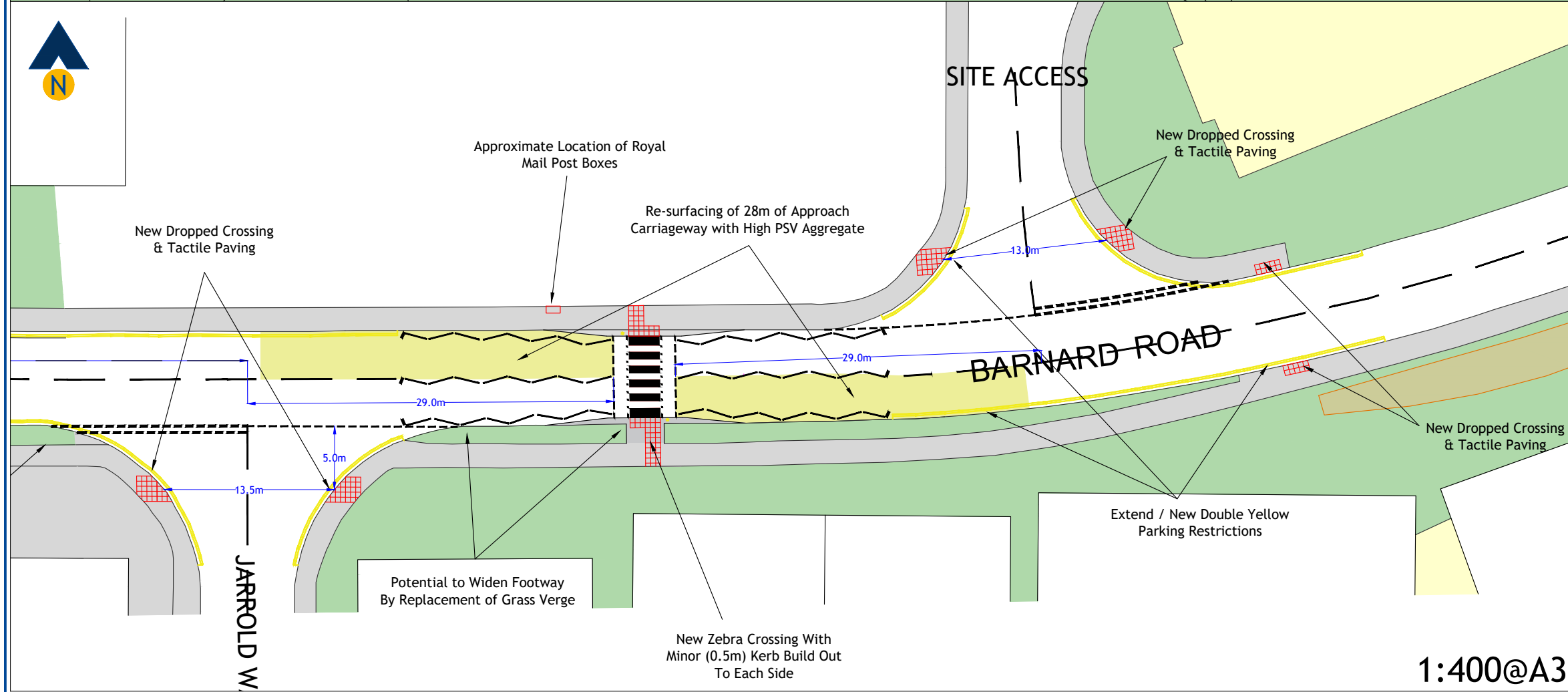
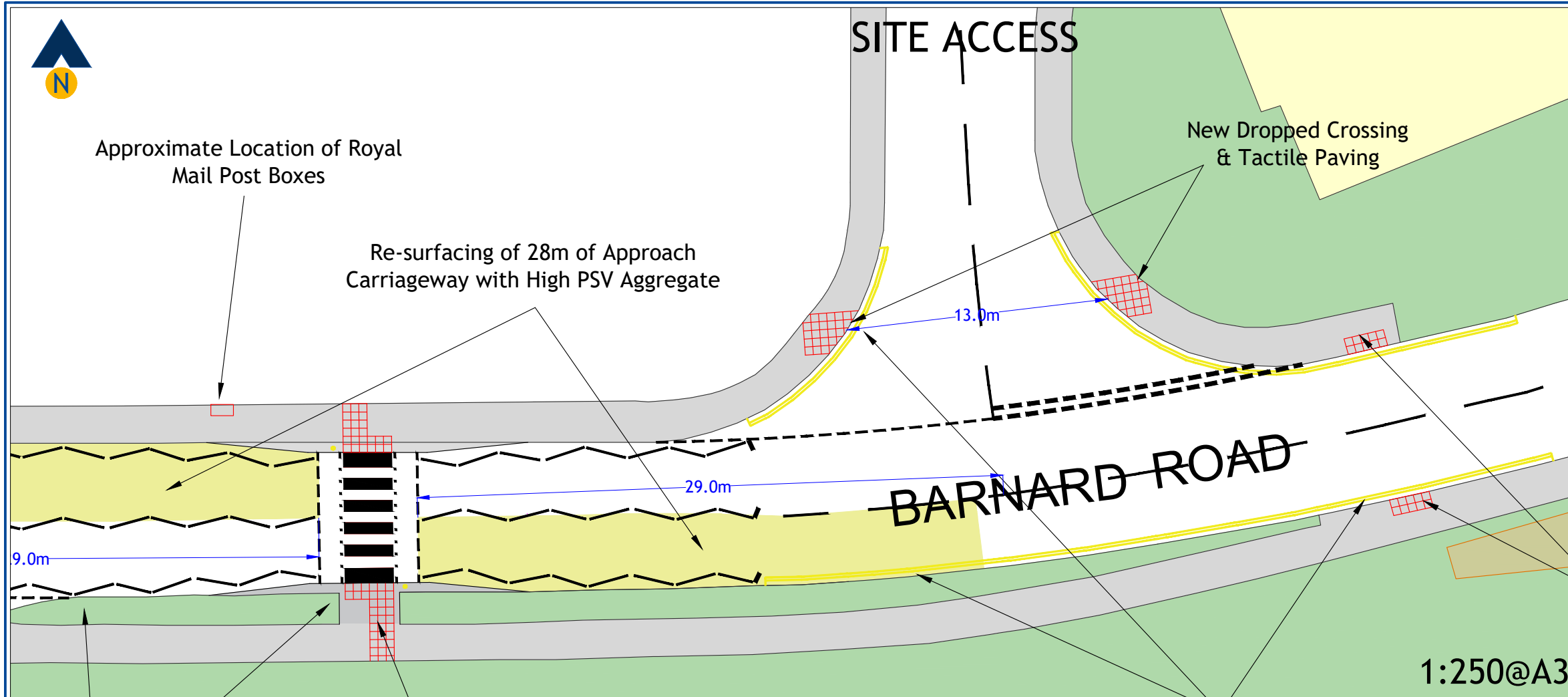
Revision:
A Amends to Zebra Marks & Francis Way Tactiles 17/05/24

Client: Honeyview Investments	
Project: Land at Barnard Road, Norwich	
Drawing Title: Location of Pedestrian Improvements To the South of the Application Site	
Drawing Number: J000420-SK504	Revision: A
Date: 11/04/24	Scale: As Stated
Drawn By: APB	Checked By: -
Status: Information	

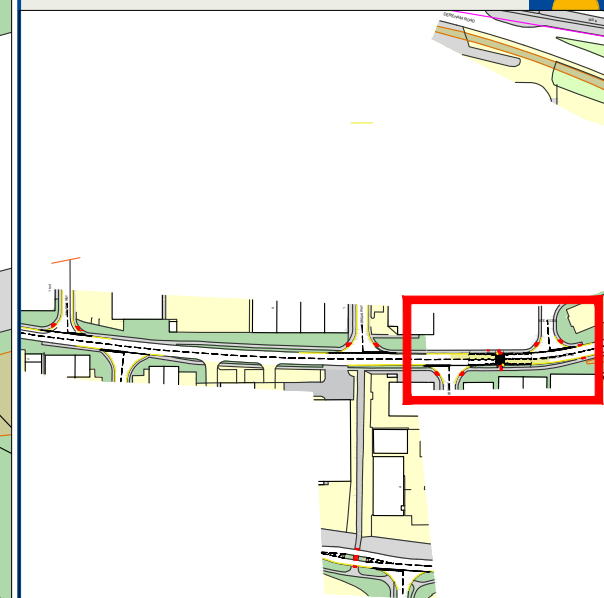
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Revision:
A Amendments to Zebra Markings & Re-Surfacing 17/05/24



Client:
Honeyview Investments

Project:
Land at Barnard Road, Norwich

Drawing Title:
Proposed Pedestrian Improvements to
Eastern Section of Barnard Road
(Including New Zebra Crossing)

Drawing Number:
J000420-SK501

Revision:
A

Date:
11/04/24

Scale:
As Stated

Drawn By:
APB

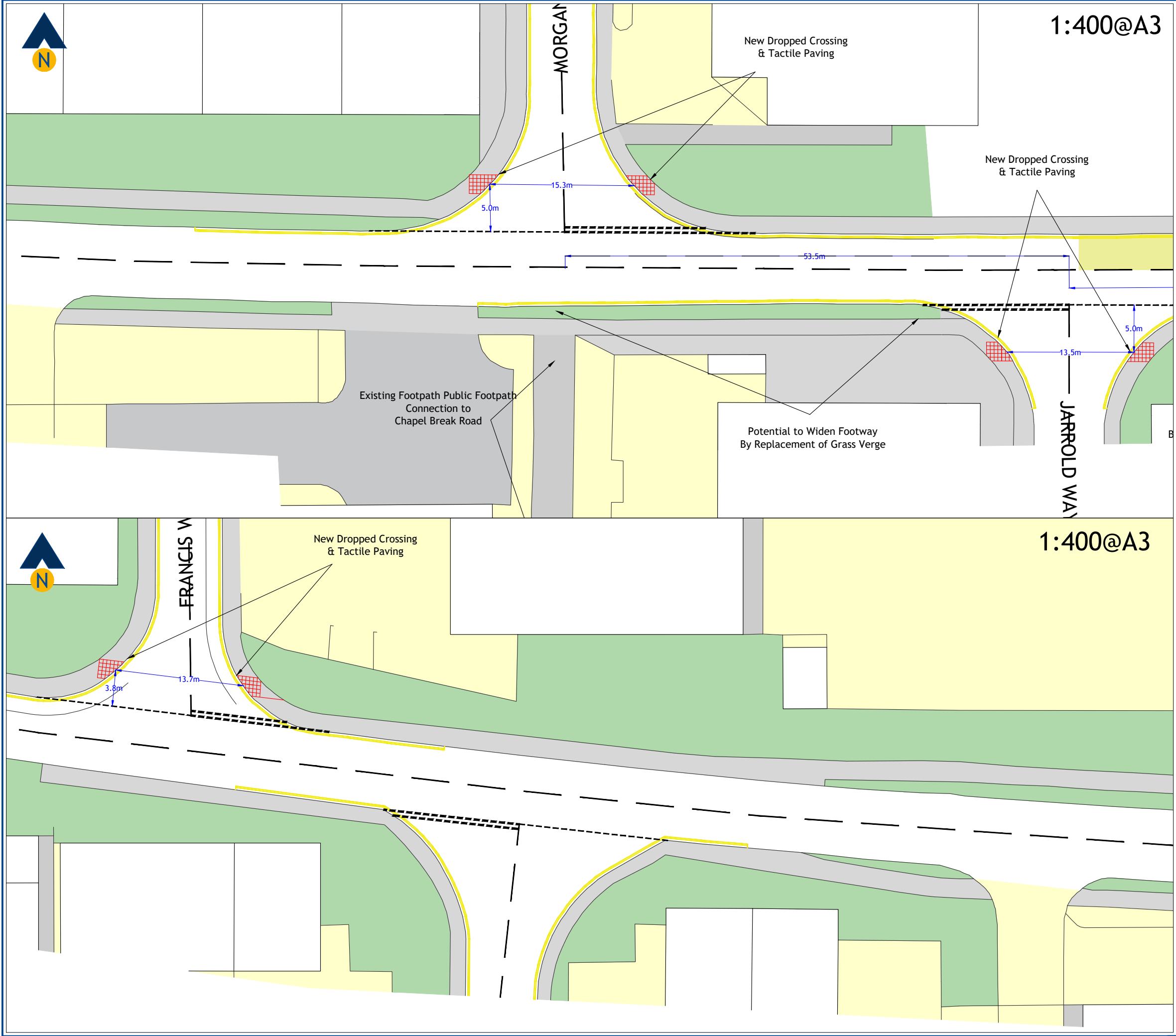
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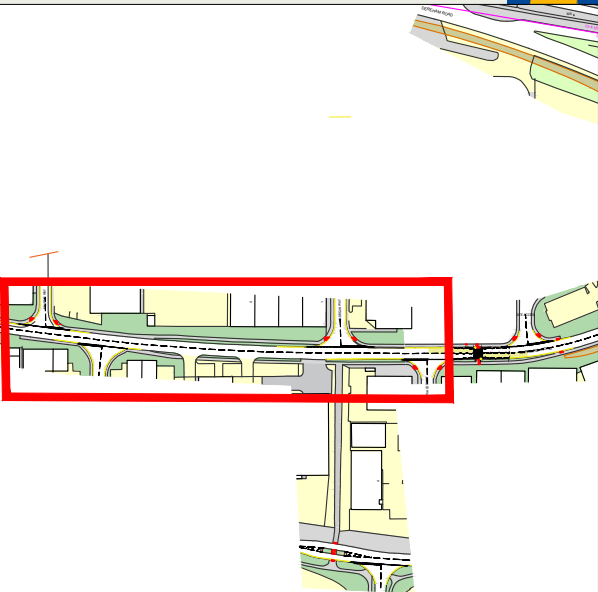
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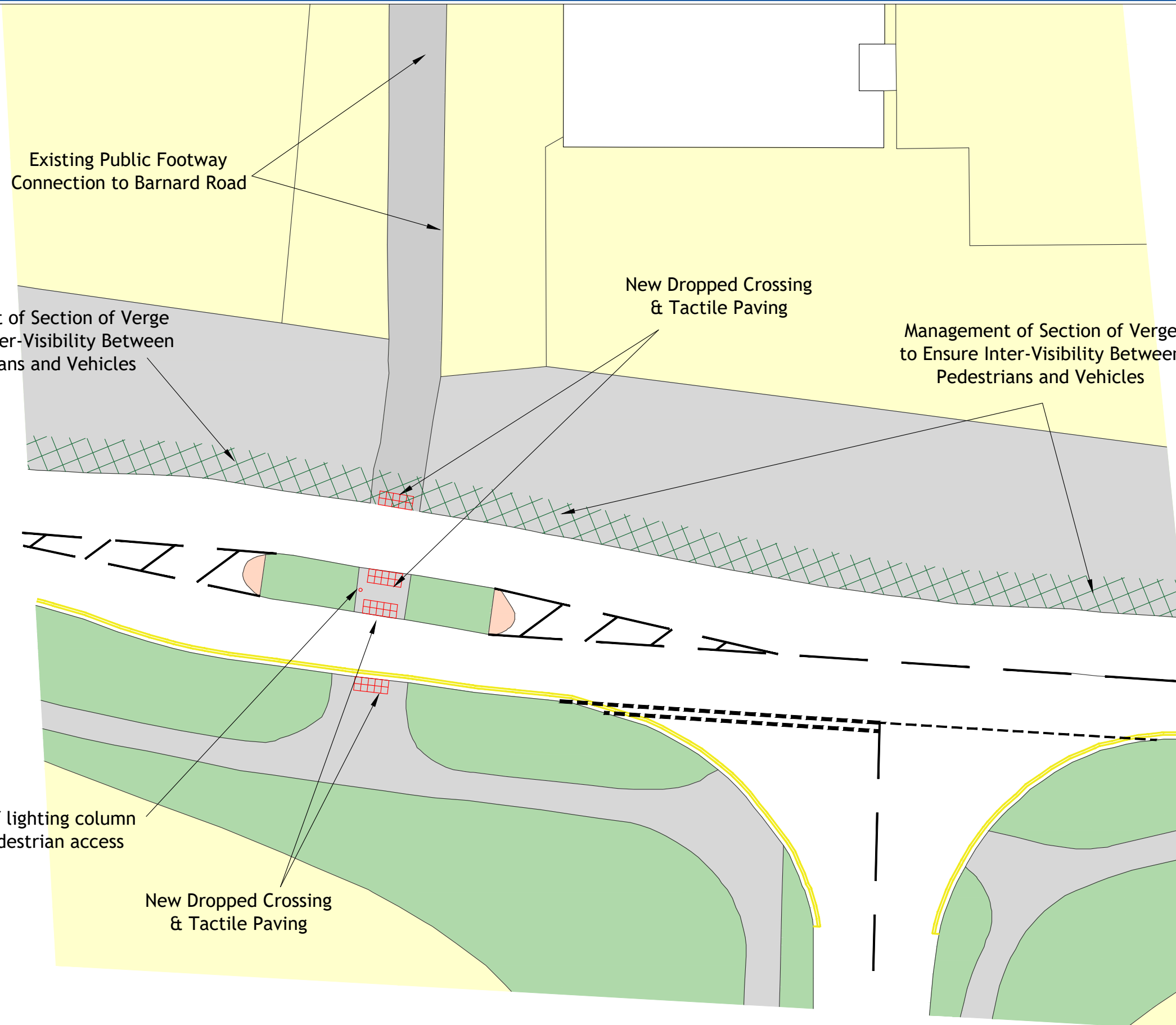


Revision:		17/05/24
A	Amendments to Francis Way Tactiles	

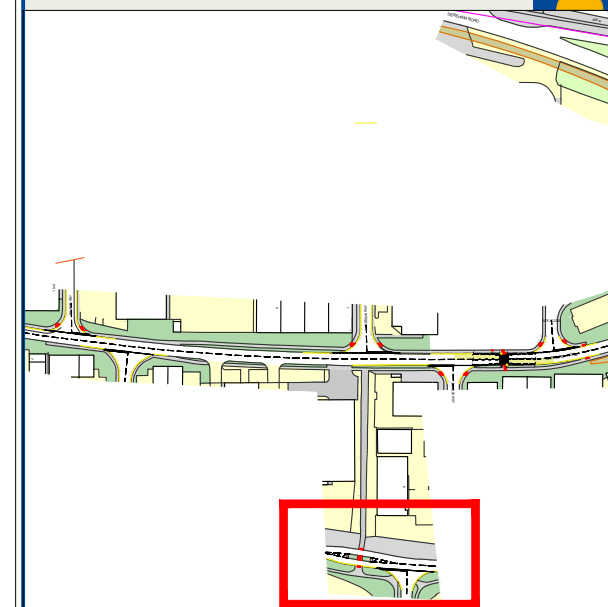


Client:		Honeyview Investments
Project:		Land at Barnard Road, Norwich
Drawing Title:		Proposed Pedestrian Improvements to Western Section of Barnard Road (Dropped Crossings to Side Road)
Drawing Number:	Revision:	
J000420-SK502	A	
Date:	Scale:	
11/04/24	As Stated	
Drawn By:	Checked By:	
APB	-	

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Revision:	
A -	



Client:	Honeyview Investments
Project:	Land at Barnard Road, Norwich
Drawing Title:	Proposed Pedestrian Improvements at Existing Crossing of Chapel Break Road
Drawing Number:	J000420-SK503
Date:	11/04/24
Drawn By:	APB
Revision:	-
Scale:	As Stated
Checked By:	-

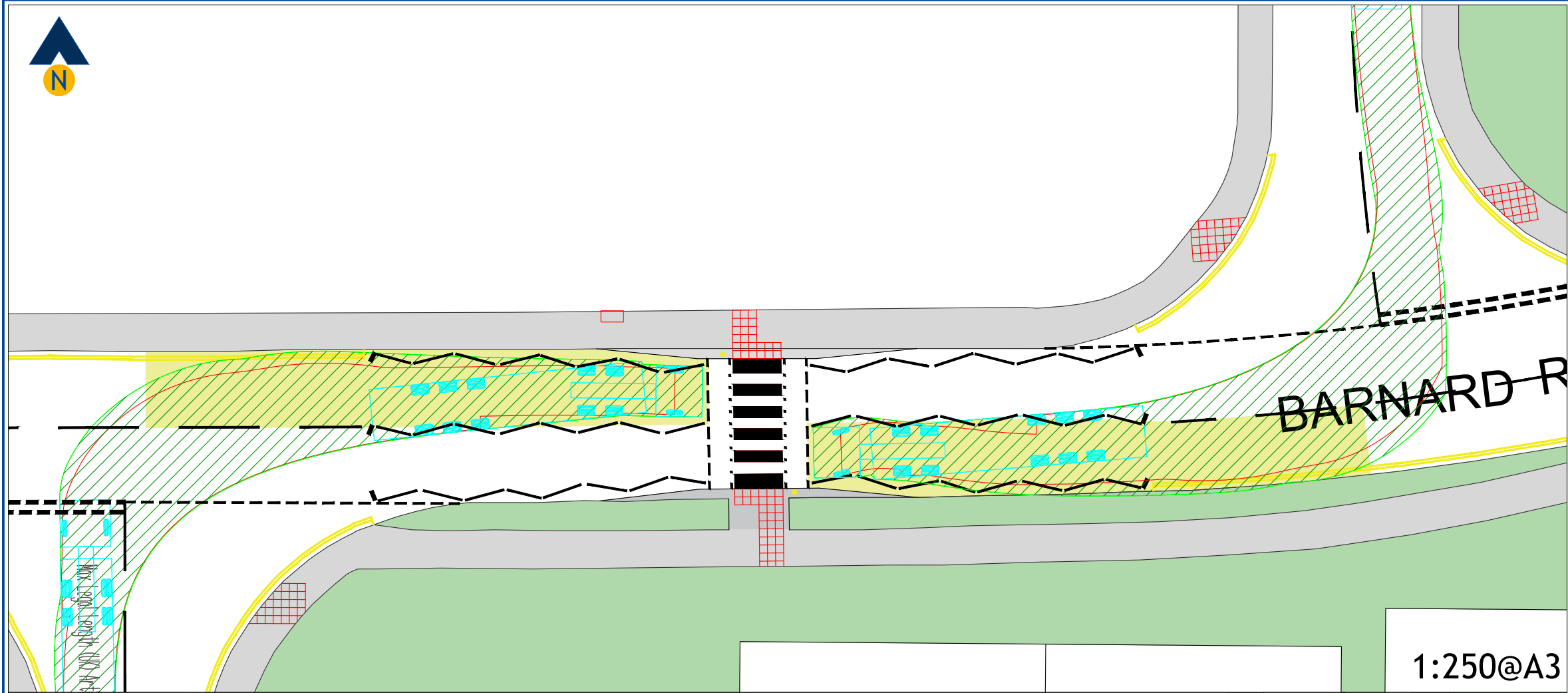
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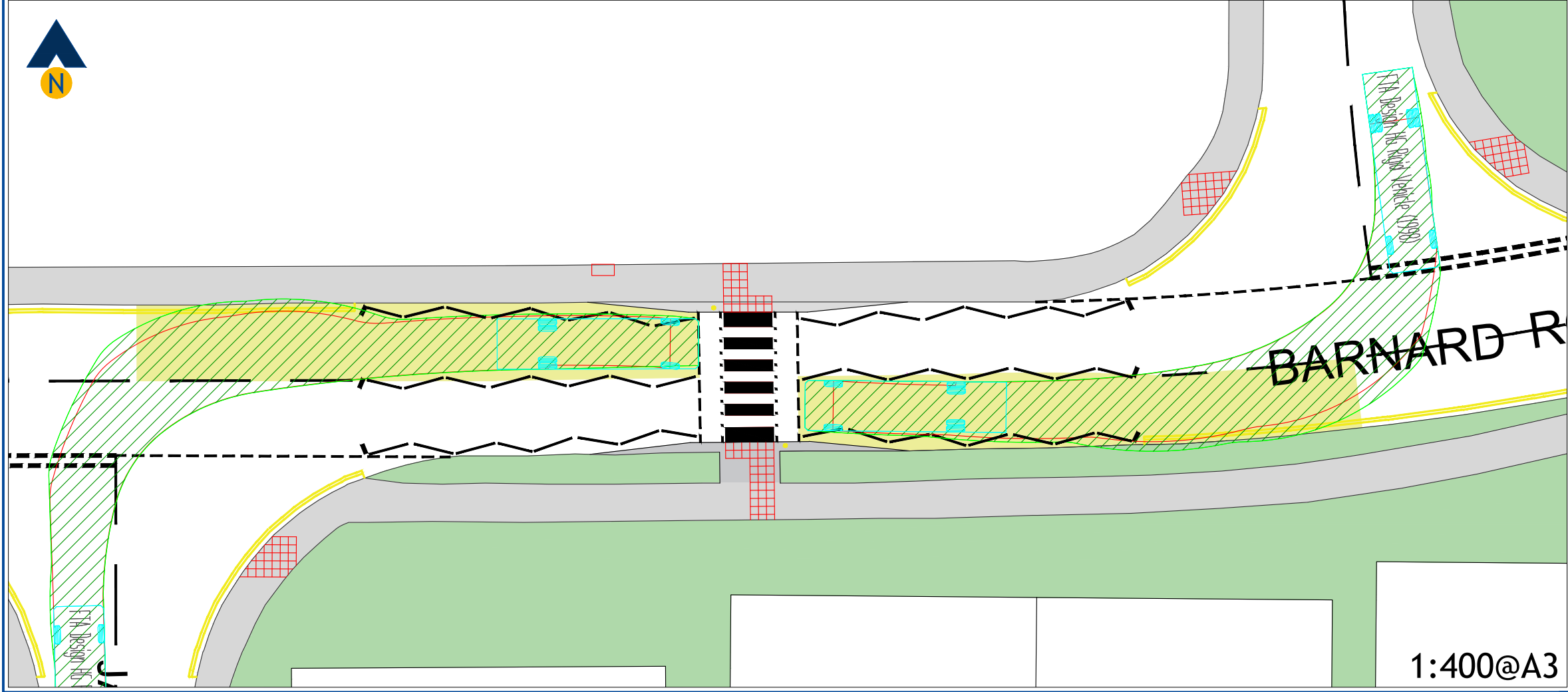
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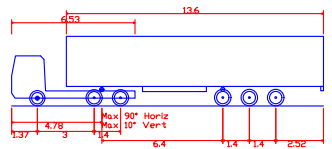


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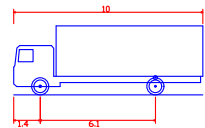


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Revision:
A Amendments to Zebra Markings & Re-Surfacing 17/05/24



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.41m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

Client:
Honeyview Investments

Project:
Land at Barnard Road, Norwich

Drawing Title:
Proposed Zebra Crossing to Barnard Road
Vehicle Swept Paths
Max Articulated HGV & FTA Design Rigid HGV

Drawing Number: J000420-ATR501
Revision: A

Date: 11/04/24
Scale: As Stated

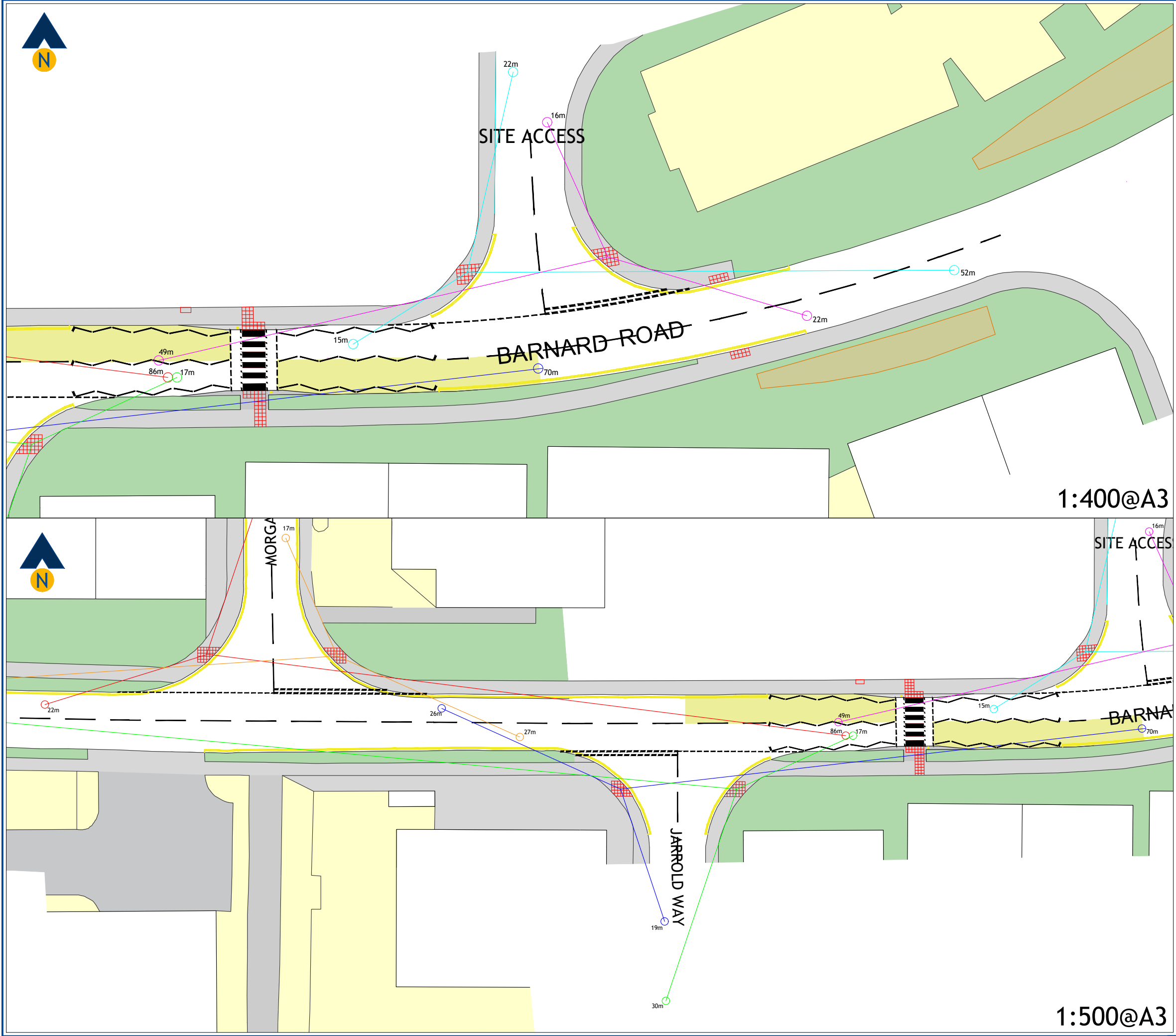
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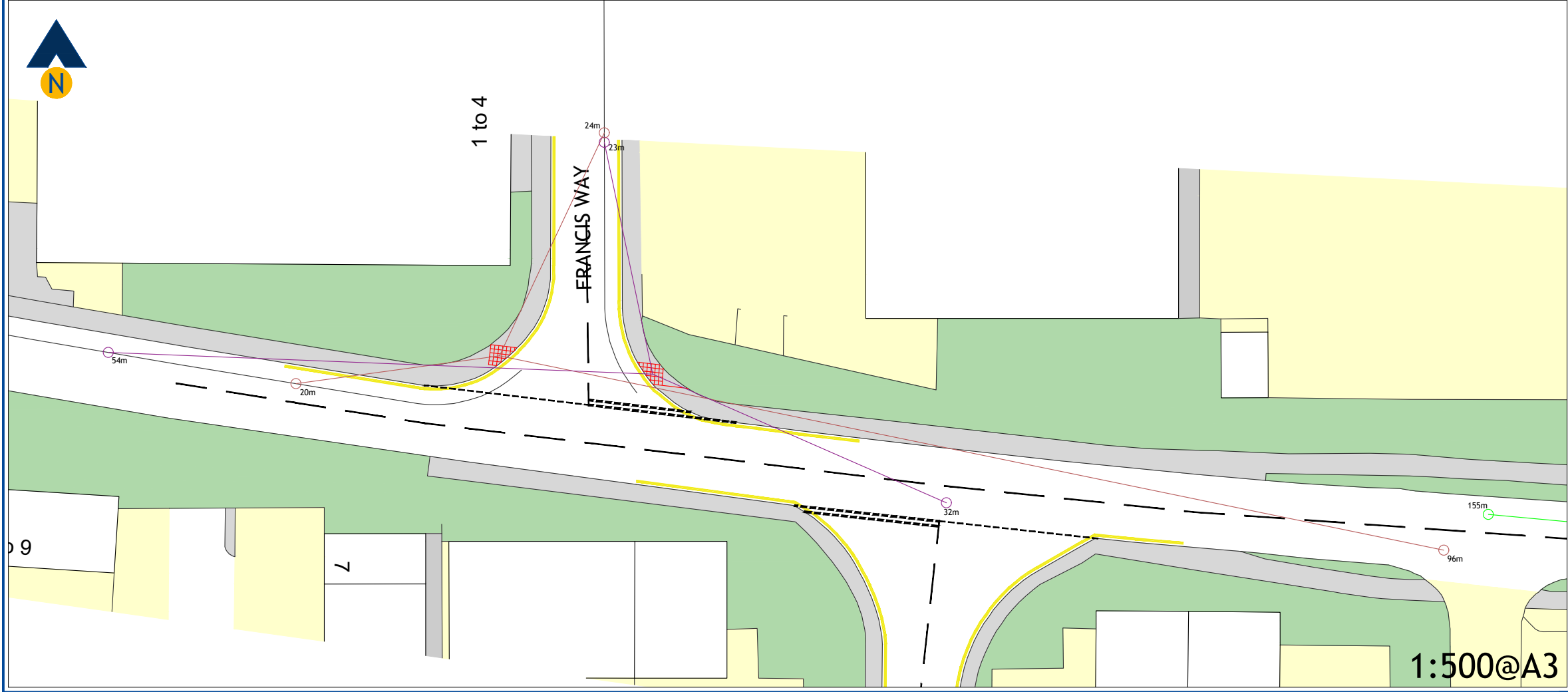
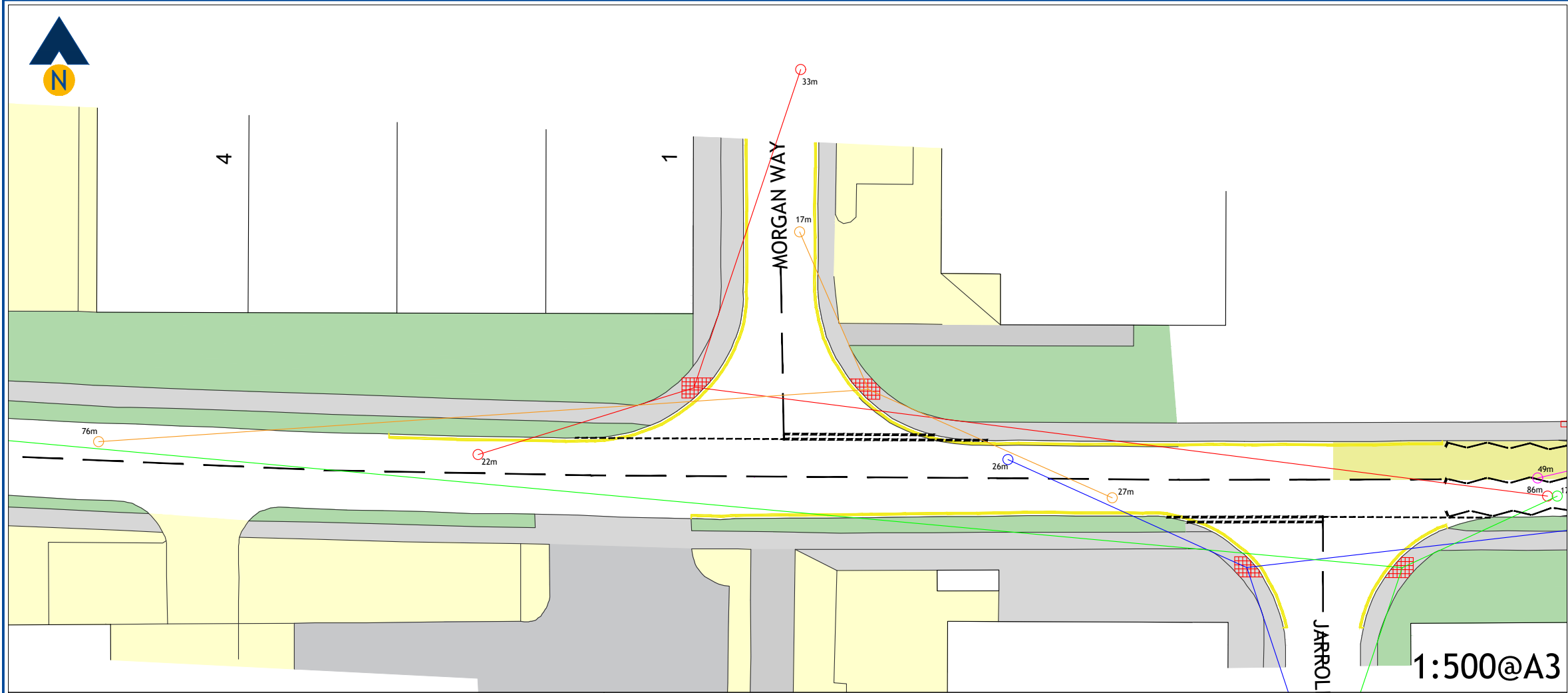
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Revision:
A Amendments to Zebra Markings & Re-Surfacing 17/05/24

Client:	Honeyview Investments
Project:	Land at Barnard Road, Norwich
Drawing Title:	Minimum Pedestrian Visibility at Proposed Crossing Points (1m from kerb edge) Site Access & Jarrold Way
Drawing Number:	J000420-VISI501
Revision:	A
Date:	11/04/24
Scale:	As Stated
Drawn By:	APB
Checked By:	-

Status:	Information
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Revision:		17/05/24
A	Amendments to Francis Way Tactiles	

Client:		Honeyview Investments
Project:		Land at Barnard Road, Norwich
Drawing Title:		Minimum Pedestrian Visibility at Proposed Crossing Points (1m from kerb edge) Morgan Way & Francis Way
Drawing Number:	Revision:	
J000420-VISI502	A	
Date:	Scale:	
11/04/24	As Stated	
Drawn By:	Checked By:	
APB	-	

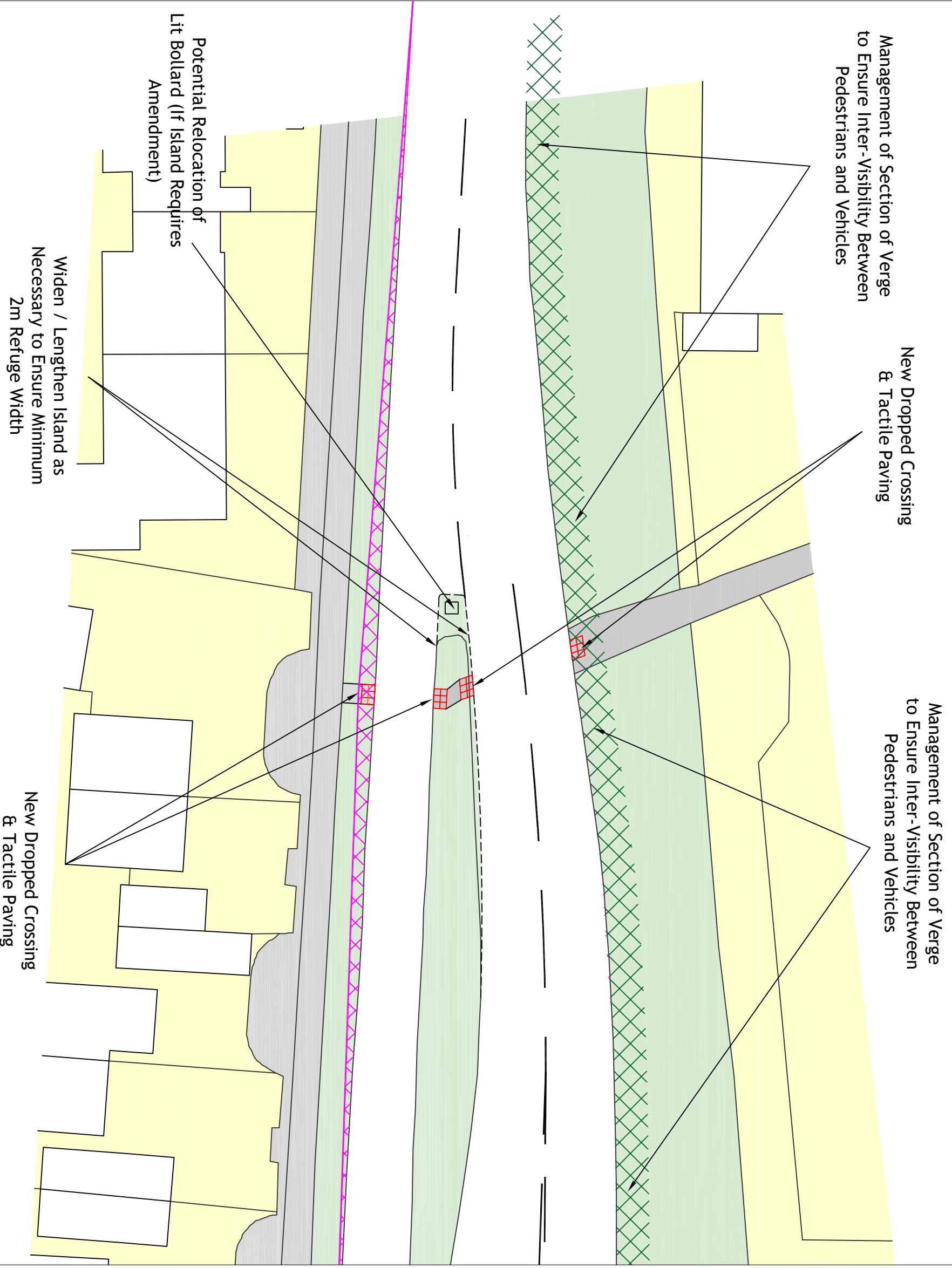
Status: Information

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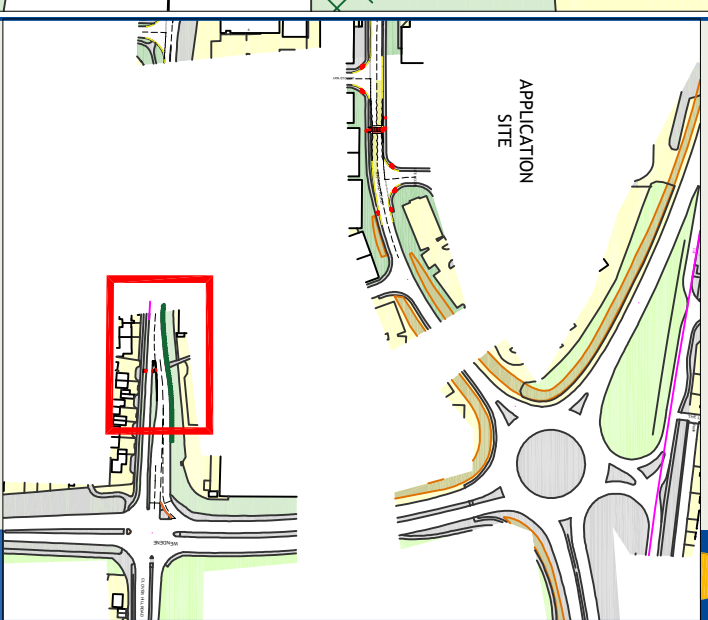
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Revision:	A -
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Client:	Honeyview Investments
Project:	Land at Barnard Road, Norwich
Drawing Title:	Additional Pedestrian Improvements at Chapel Break Road (Access to Unadopted Path Linking to Jarrod Way)
Drawing Number:	J000420-SK505
Date:	27/08/25
Drawn By:	APB
Checked By:	-
Status:	Information

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Focus TP & NCCLHA Liaison Timeline and Key Elements

Date	Description	Action
13/03/2023	NCCLHA receipt of pre-app note	NCCLHA to review
14/04/2023	NCCLHA response to pre-app inquiry. 'No objection to the proposal and supports the approach to provide a signalised crossing to the north' 'Satisfied that junction surveys proposed will provide a robust assessment of immediate network'	FTP to respond & queries re ability to tap into Dereham Road works
20/04/2023	NCCLHA provide outline highway boundary information	
24/04/2023	FTP & NCCLHA discuss emerging applicatin scheme and TA scoping requirements	
10/05/2023	Traffic counts mobilised - scope of counts works agreed with NCCLHA	
23/06/2023	FTP shares prelim traffic data with NCCLHA	
27/06/2023	NCCLHA confirm details of local committed development to be included in any TA review of the application scheme	
12/07/2023	FTP sends TA scoping note to NCCLHA for agreement and comment	NCCLHA to review and respond
25/07/2023	NCCLHA provide 'work in progress' drawings of Dereham Rd TCF scheme to allow for prelim design of option	FTP to review.
02/08/2023	NCCLHA respond to TA scoping - no objection to methodology proposed. Request for: 1. Additional review of on site EV parking provision 2. TA to explore pedestrian and cycle connectivity to the south of the site - to improve connectivity via Barnard Road	FTP to incorporate in TA
04/08/2023	FTP supply NCCLHA with prelim sketch of Dereham Way option. Based on toucan crossing on Dereham Road and tiger crossing on adjacent bus gate lane Also included information on capacity modelling and queuing associated with introduction of signals.	
26/10/2023	NCCLHA respond with 'no in principle objection' to Dereham Road element - but subject to tying into final NCCLHA details	
21/12/2023	APPLICATION SUBMITTED	
02/04/2024	FTP & NCCLHA meet to discuss principles of improving walk / cycle options to the south. NCCLHA provide highway ownership information on Barnard Road to support review.	FTP to prepare principles sketches based on discussions.
02/04/2024	FTP circulate some 'principles' sketches / photo's to set out likely nature of practical measures.	NCCLHA to respond to sketches.
08/04/2024	NCCLHA provide design comments on principles sketches in terms of locations of crossings, etc NCCLHA request speed survey on Barnard Road to determine suitability of Zebra style crossing feature.	FTP to take on board to inform scheme plans
12/04/2024	FTP circulate worked up plans of improvements on Barnard Road. FTP note that accommodating cycle facilities on Barnard Road is challenging due to land constraints FTP note that alternative high quality cycle links are available via Dereham Road / Mayfly Way	
17/04/2024	NCCLHA request estimates of pedestrian demand data to determine whether formal zebra crossing is required.	FTP to provide data
18/04/2024	FTP provide estimates of walk / cycle demand to site. Suggests potential for up to 270 - 360 ped movements per day via BR.	
25/04/2024	FTP chase up response and note that NCCLHA planning have requested reduction in site parking supply.	NCCLHA to respond.
10/05/2024	NCCLHA confirm that they accept the principle of proposed Barnard Road pedestrian improvements. NCCLHA request formal speed survey to support. NCCLHA suggest minor amends to scheme details.	
14/05/2024	Location of speed surveys agreed with NCCLHA	
22/05/2024	FTP submit updated Barnard Road pedestrian improvement scheme details (REV A) submitted to NCCLHA to take on board comments	NCCLHA to respond
28/05/2024	NCCLHA confirm that updated drawings are acceptable - subject to results of speed survey.	
12/06/2024	FTP supply speed data to NCCLHA - showing 85th percentile speeds in both directions are below critical 35mph threshold	
18/06/2024	FTP submit HTN02 in response to NCCLHA comments on active travel, plus rebuttal of comments from Norwich Cycle Campaign Includes REV A version of Barnard Road plans	NCCLHA to respond
25/06/2024	NCCLHA confirm happy with speed data and that the principle of off-site works to Barnard Road is accepted. Suggestion that final location of zebra may need to be tweaked at S278 stage, but can be dealt with at detailed design stage.	
12/07/2024	NCCLHA confirm that nothing more is required from applicant at that stage.	
19/07/2024	NCC planners request further information with respect to Dereham Road crossing. FTP request updated TCF scheme drawing information from NCCLHA	NCCLHA to respond
25/07/2024	NCCLHA highways provide detailed scheme drawings of Dereham Road TCF scheme to allow FTP to prepare updated dwgs. NB - The Dereham Road TCF scheme was designed to allow a crossing to the appeal site as an anticipated next stage 'bolt-on',	FTP to revise drawings
26/07/2024	FTP & NCCLHA meet to discuss Dereham Road. NCCLHA request updated drawing to take on board NCCLHA scheme plans & RSA1	FTP to update plans and RSA1
27/08/2024	Revised plans and RSA1 with DR sent to NCCLHA FTP rebut some of the comments raised in the RSA1	
05/09/2024	NCCLHA confirm they don't want the straight through crossing option suggested by the RSA1 review. NCCLHA do request traffic signal control of the adjacen bus gate lane.	FTP to review and Amend
17/09/2024	FTP Update Dereham Road crossing drawings in line with comments from NCCLHA - Rev C plans are submitted	
27/09/2024	NCCLHA confirm that Rev C drawings are acceptable. Additional comments are provided for consideration / incorporation at detailed design stage.	