STATEMENT OF COMMON GROUND

Between:
The Applicant
(Quantum Land (Brundall) Ltd)
&
The Highway Authority
(Norfolk County Council)
&
Highways England

In respect of:
Land East of Memorial Hall
Links Avenue
Brundall

Planning Application Ref: 20171386
PINS Ref: APP/K2610/W/19/3239986

ITR//5429/SoCG.03
20th August 2020

Experience and expertise working together
1.0 INTRODUCTION

1.1 This Statement of Common Ground (SoCG) has been prepared by Bellamy Roberts LLP on behalf of Quantum Land (Brundall) Ltd (the applicant) and Norfolk County Council as the Local Highway Authority (HA) and Highways England responsible for the strategic Highway Network (A47 Trunk Road).

1.2 A separate SoCG on planning matters has been prepared jointly by Barton Willmore on behalf of the appellant and Broadland District Council.

1.3 This SoCG sets out the agreed position in respect of the highway matters, namely:
   - Description of proposed development
   - Relevant transport policies and documents
   - The matters upon which the parties are agreed

1.4 The application was refused planning permission on four accounts. None of the reasons for refusal relate to highway safety or transportation matters.

2.0 DESCRIPTION OF PROPOSED DEVELOPMENT

2.1 The proposal is for up to 170 dwellings and community/sports pavilion, accessed via a simple priority junction on Brundall Road.

3.0 RELEVANT TRANSPORT POLICIES

3.1 Consideration of the planning application in highway safety and transport terms was given with the knowledge of the relevant policies within National Planning Policy Framework (NPPF).

3.2 The paragraphs of particular relevance being:
Paragraph 108

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be or have been taken up given the type of development and its location;

b) Safe and suitable access to the site can be achieved for all users; and

c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.0 MATTERS UPON WHICH THE PARTIES AGREE UPON

4.1 Both the County Highway Authority and Highways England initially recommended an objection to the scheme due to the residual cumulative impact of the scheme on the network. However, following the submission of the Assessment and Technical Note together with an independent Road Safety Audit both Highway Authorities confirmed that their previous recommendation had been withdrawn and they had no highway objection to the proposal.

4.2 The full views expressed by Norfolk County Council as the Highway Authority for the local roads and those of Highways England relating to the Trunk Road Network and in particular the A47/Cucumber Road Roundabout can be found in the Officer’s Report to Committee dated 10th July 2019.

Norfolk County Council

4.3 Norfolk County Council are the County Highway Authority responsible for all local roads within Norfolk and comment on highway matters relating to certain planning applications, like the Appeal site.
4.4 Extensive discussions between the Appellant and his Consultants took place and further analysis undertaken following the request for consideration to be given to the cumulative impact on the local network. This was duly undertaken and the County Highway Authority removed their holding objection to the scheme.

4.5 The County Highway Authority has confirmed (as stated within the Officers report to committee) that:

**Proposed access**
- The proposed access junction provides visibility in both directions and forward visibility commensurate with the recorded traffic speeds and is consistent with the requirements of Manual for Streets (MfS).
- The junction spacing between the Highfield Road junction and the proposed access is acceptable.
- There is good forward visibility through the pinch point at the bridge, which is not considered as a hazardous feature on the network.

**Cucumber Lane Roundabout**
4.6 The County Highway Authority has considered the further information submitted in relation to the Cucumber Lane roundabout, and committed development, in so far as the works relate to the local highway network and concluded that the development can mitigate its impact at this junction. The scheme was the subject of an independent Safety Audit and the CHA has suggested a planning condition seeking the mitigation works at the roundabout are completed prior to first occupation of the Appeal Scheme.

4.7 The County Highway Authority has confirmed that the proposals are compliant with Policy TS3 of the DMDPD, and that the off-site works can be secured through a planning condition.
Highways England (HE)

4.8 As stated in paragraph 4.1 above, initially HE raised a holding objection to the scheme whilst it reviewed the impact of the development on the strategic highway network. Following further capacity analysis and discussions with the applicant and Norfolk County Council, HE was content to withdraw its holding objection providing that improvements measures at A47/Cucumber Lane roundabout as detailed on drawing no 5111/1002 Rev A were provided to mitigate the impact of the development. The proposed works should be provided prior to the development being brought into beneficial use or occupation. If the appeal is granted, in discussion with HE and NCC, the works should be provided by way of a Section 278 agreement with the applicant.

4.9 All matters are agreed by the parties.

Signed on behalf of
Bellamy Roberts LLP

Signed on behalf of
Norfolk County Council

Signed on behalf of
Highways England

Eric Cooper