



Town and Country Planning Act 1990 - Section 77  
Town and Country Planning (Inquiries Procedure) (England) Rules  
2000

### **Summary of Proof of Evidence – Transport Matters**

Site:	Anglia Square including land and buildings to the north and west
Applicant:	Weston Homes PLC and Columbia Threadneedle Investments
Local Planning Authority:	Norwich City Council
Name of witness:	Bruce Bentley BSc BTP
PINS reference:	APP/G2625/V/19/3225505
LPA reference:	18/00330/F
Reference:	NCC3/2

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1. My name is Bruce Bentley and I hold a degree in Environmental Sciences from the University of East Anglia and a degree in Town Planning from South Bank Polytechnic (now London South Bank University). I have been employed in the planning field since 1982 and as the Principal Planner (transportation) at Norwich City Council since 2008. I have been involved with various proposals for the Anglia Square area for many years from a transportation perspective.

### **Compliance with Policy**

#### ***Sustainability and layout***

2. The scheme is in a highly accessible and sustainable location from a transport perspective, and is probably the most sustainably located available development site in Norfolk at the current time as both a destination and a place to live. The scheme complements existing transport infrastructure by providing enhanced routes to and through the site to integrate the development within the surrounding area. Within the development, two routes, one, north-south and one effectively east-west link the development to the surrounding streets via two squares, create a largely traffic free area which will be available for cyclists to use. The north-south route forms part of the designated route of the Yellow Pedalway (one of Norwich's seven radial cycle routes), connecting to the existing shared use facility on Edward Street which is to be widened as far as it's junction with Esdelle Street.
3. The site is easily accessible by foot (to the city centre and the northern suburbs) and cycle (to most of the urban area). It is about a mile from the railway station. Around the site, the pedestrian environment around the periphery of the site is improved on all main frontages with widened footways on Magdalen Street and Edward Street, an improved and landscaped footpath cycleway on Pitt Street approaching the new pedestrian crossing on St Crispins.
4. Access to public transport (which is already excellent) is improved with bus stop provision included as part of the proposals. In addition, however, substantial improvements to Magdalen Street, including a significant upgrade to the bus stop facilities, a mobility hub and townscape and footway improvements along the entire length of Magdalen Street are being sought through the department for Transport's Transforming Cities initiative.

5. Car Club provision (which will need to be reviewed as the scheme is built out) is appropriate and is likely to enhance sustainable transport choices.
6. The development is intended to be a substantial destination in its own right and the routes and squares within it will have a significant sense of place and be dominated by pedestrian movement, accessing the various adjacent businesses and apartments. These are very substantial spaces and the design approach taken is appropriate given the nature of the location and the advice in Manual for Streets and Manual for Streets 2 (CD11.29). The scheme provides an appropriate level of permeability that enhances exiting routes in the area

### **Parking and Servicing**

7. There are currently around 1230 public parking spaces within the Anglia Square complex (including 730 in the currently closed Multi-storey car park (MSCP) which could, in planning terms, be brought back into use. All of this parking is replaced by a single 600 MSCP. This achieves a reduction and consolidation of provision
8. A total of 910 parking spaces are proposed to serve the 1209-1250 dwellings. Depending on the final dwelling number, this equates to a parking ratio of between 0.72 – 0.75 spaces per unit. Policy DM31 states that in this location ('elsewhere in the City centre parking area') car-free parking is permitted and the policy sets a maximum permitted parking ratio of one space per dwelling.
9. It is likely that the standards for electric vehicle charging will be reviewed, but the scheme is currently policy compliant.
10. Cycle parking provision is below the specified standard for residential developments but still exceeds one space per dwelling and is well located adjacent to main entrances. The provision is in the form of substantial communal cycle stores, which are likely to be used more efficiently, and flexibly than multiple single unit provision and I therefore conclude that the provision is acceptable.

11. Commercial units to the north and south of the site have dedicated service yards (accesses via Edward Street and St Crispins Road respectively). Within the site, where commercial units have only frontage to the 'pedestrianised' areas, timed access restrictions are proposed. It is well established that service vehicles can be accommodated in pedestrianised areas and that pedestrian movement tends to dominate low levels of traffic movement. I conclude that a low level of vehicle use is consistent with a pedestrian dominated area and is consistent with advice in MfS2
12. The proposals are consistent with parking and servicing policies The relevant policies from a transportation perspective are Policy DM28 (Encouraging sustainable travel), DM29 (City Centre public off-street parking), Policy DM30 (Access and Highway Safety), DM31 (Car parking and Servicing) and DM32 (Car free and Low Car Housing).

### **Traffic Impact**

13. Overall, the transport strategy for the City seeks to cater for increased demand to transport by means other than the private car (Policy 8 of NATS(CD11.30)) and this is recognised in Policy DM28. However, it is not reasonable to expect that new development will not result in any increase in traffic and the overall strategy seeks to mitigate that by encouraging modal shift elsewhere and requiring development to minimise their overall impact through sustainable transport improvements and travel planning and by making the best use of the most sustainably located sites. I believe the estimated traffic generation of the site to be a robust assessment, and is lower than that associated with the development that was approved with the St Augustine's Gyratory
14. The scheme is not currently supported by a travel plan, but at this stage, with only part of the development submitted as full proposals and most of it in outline with the occupiers as yet unknown, I think that this expectation is unrealistic. A travel plan framework has been submitted as part of the Transport Assessment in Appendix X (CD4.86 ES Volume 3 (h))

### **Objections**

15. The issues raised are discussed in the full proof, but are covered elsewhere in this summary

## **Conclusions**

16. The site is in a highly sustainable location and from the transportation perspective, substantial development is both appropriate and desirable here and in accordance with the NPPF the development takes appropriate opportunities to promote sustainable travel modes, makes provision for safe and suitable access and proposes suitable measures to mitigate the impact of the development on the transport network including measure that need to be secured through a S106 agreement.